AUGUST 7, 1953

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TECALEMIT service covers the country

The next few pages are worth studying carefully. They contain the addresses of hundreds of Tecalemit official service stations throughout the country.

Look for the name of *your* nearest Tecalemit garage; when you've spotted it, make a note of it before you forget. Then, the next time your car needs servicing, take advantage of a *specialist* service by Tecalemit trained operators working with up-to-the-minute Tecalemit equipment. It's quick and efficient, and because Tecalemit equipment is designed to save time and labour, the cost to you is amazingly little. Yes, the Tecalemit Specialised Maintenance Service is well worth looking into.

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CHESTER. JAMES EDWARDS (CHESTER) LTD., The Northgate. *Chester 23122/4/5*
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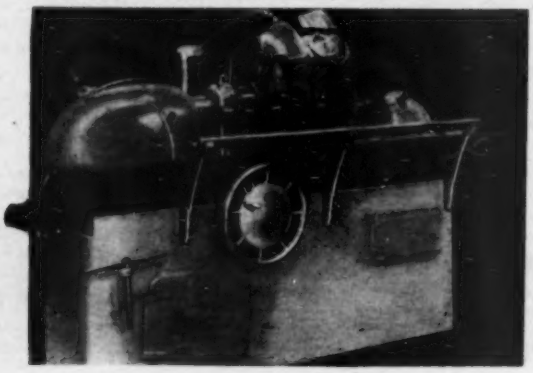

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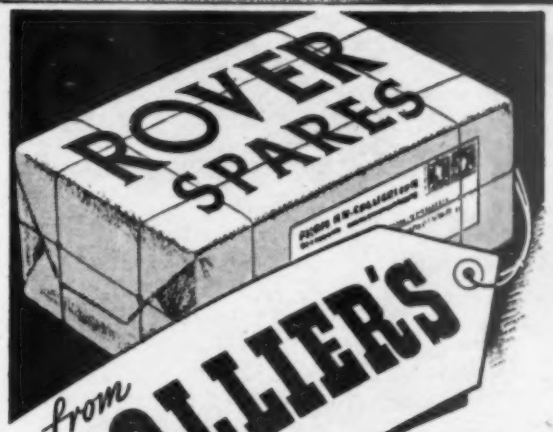

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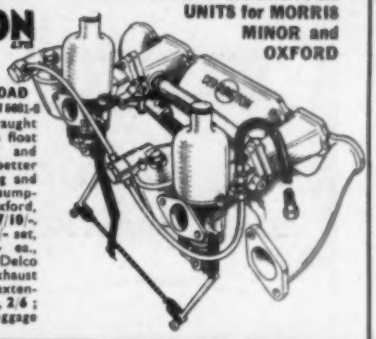

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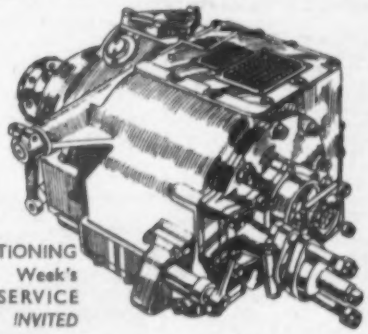

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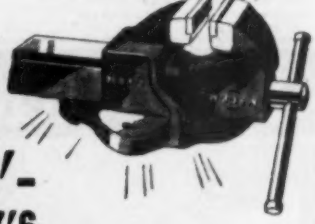

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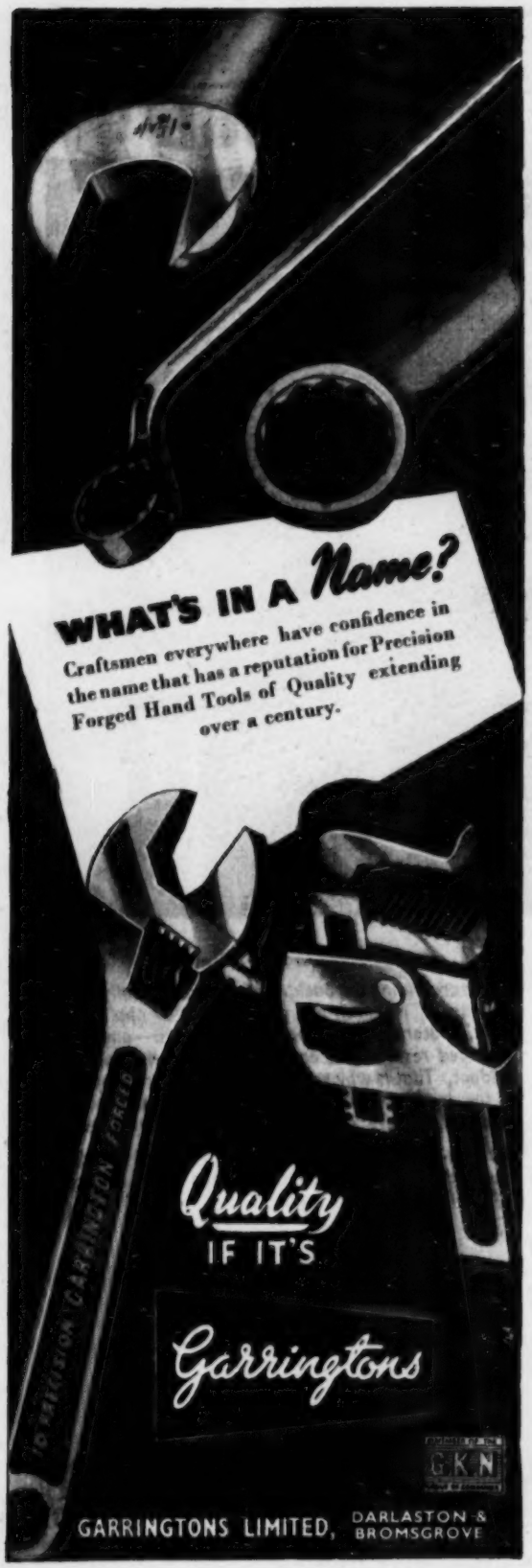

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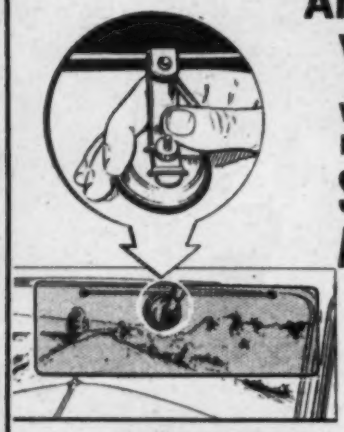

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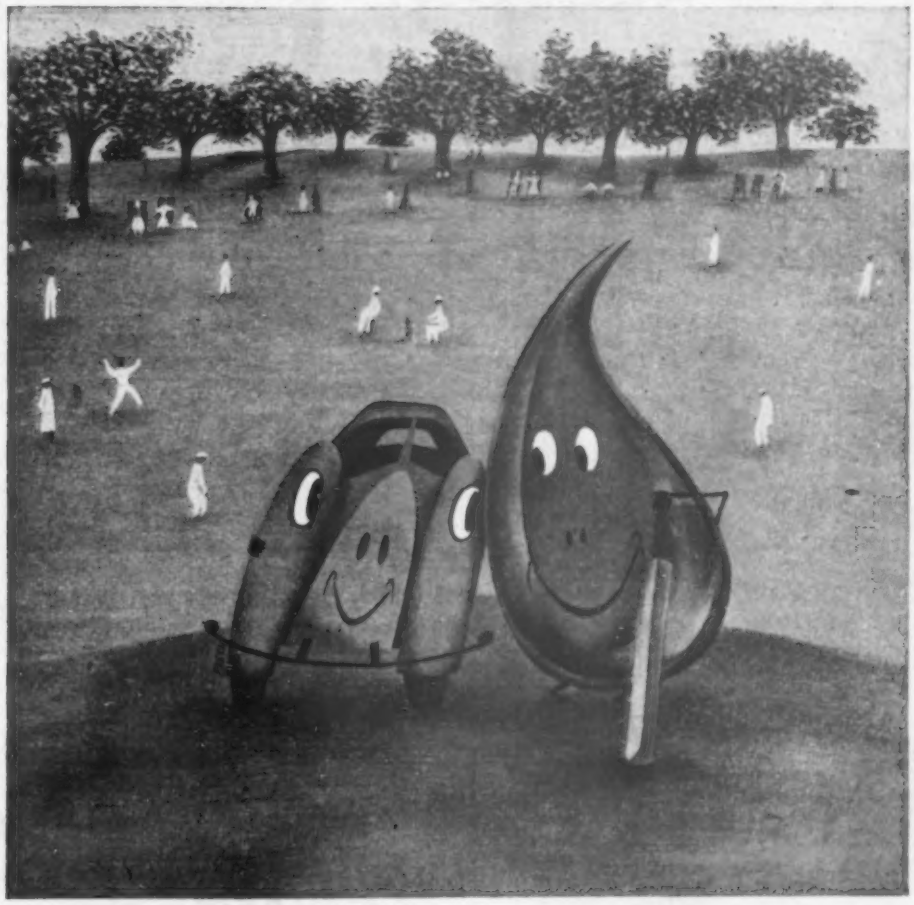

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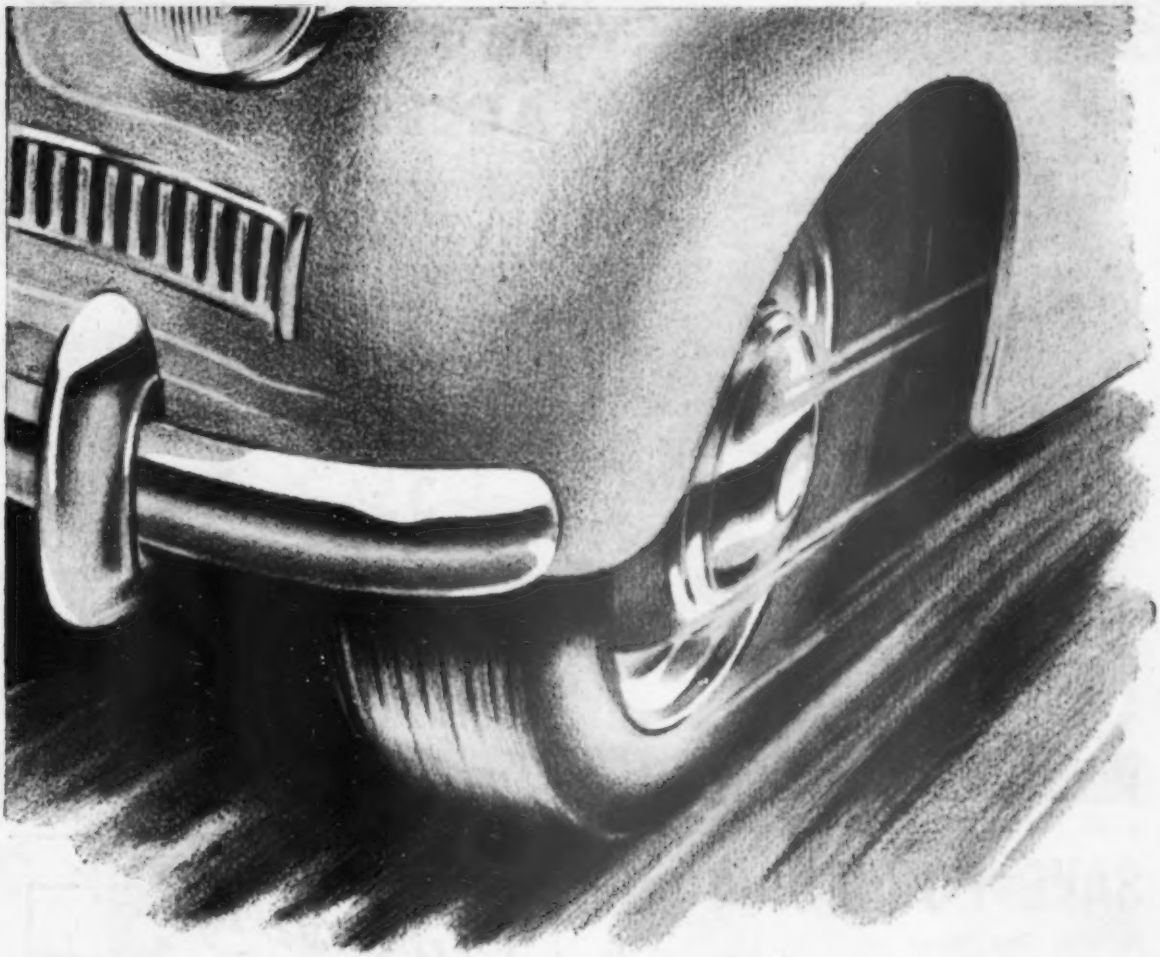

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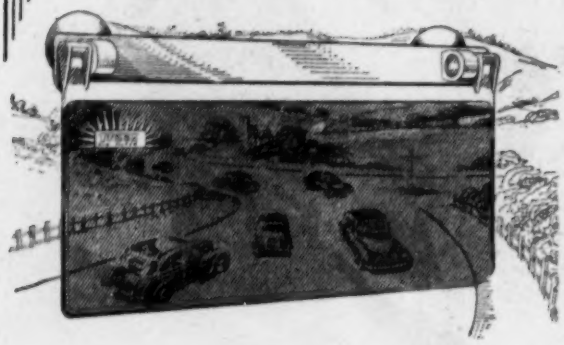

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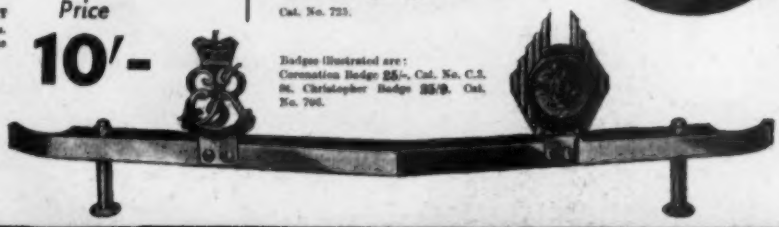

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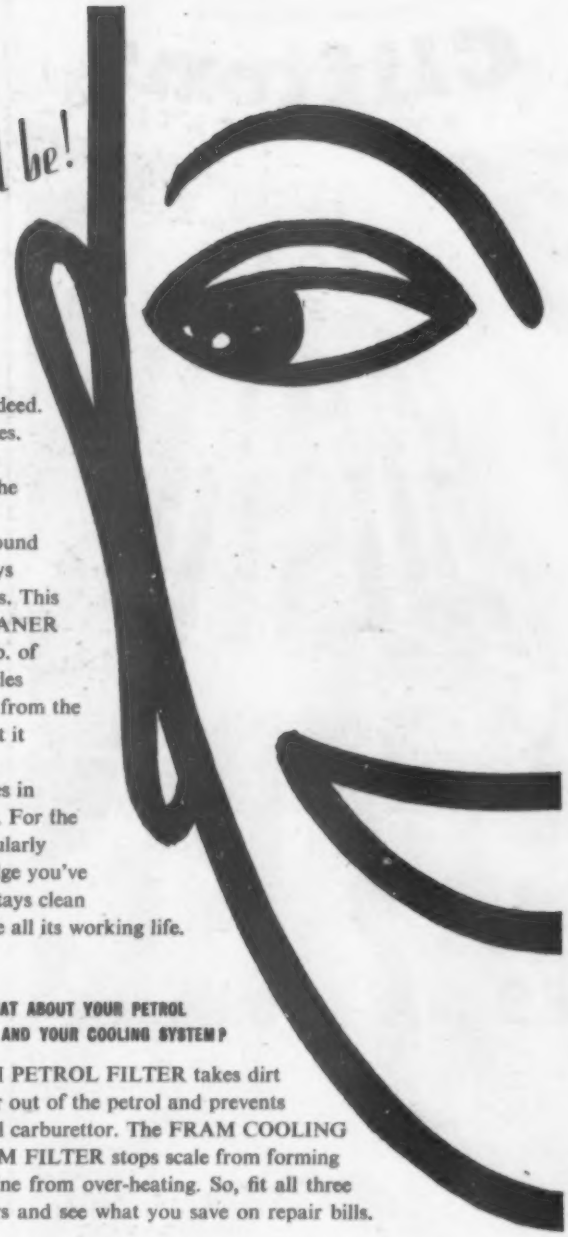

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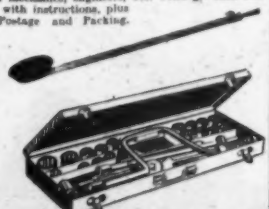

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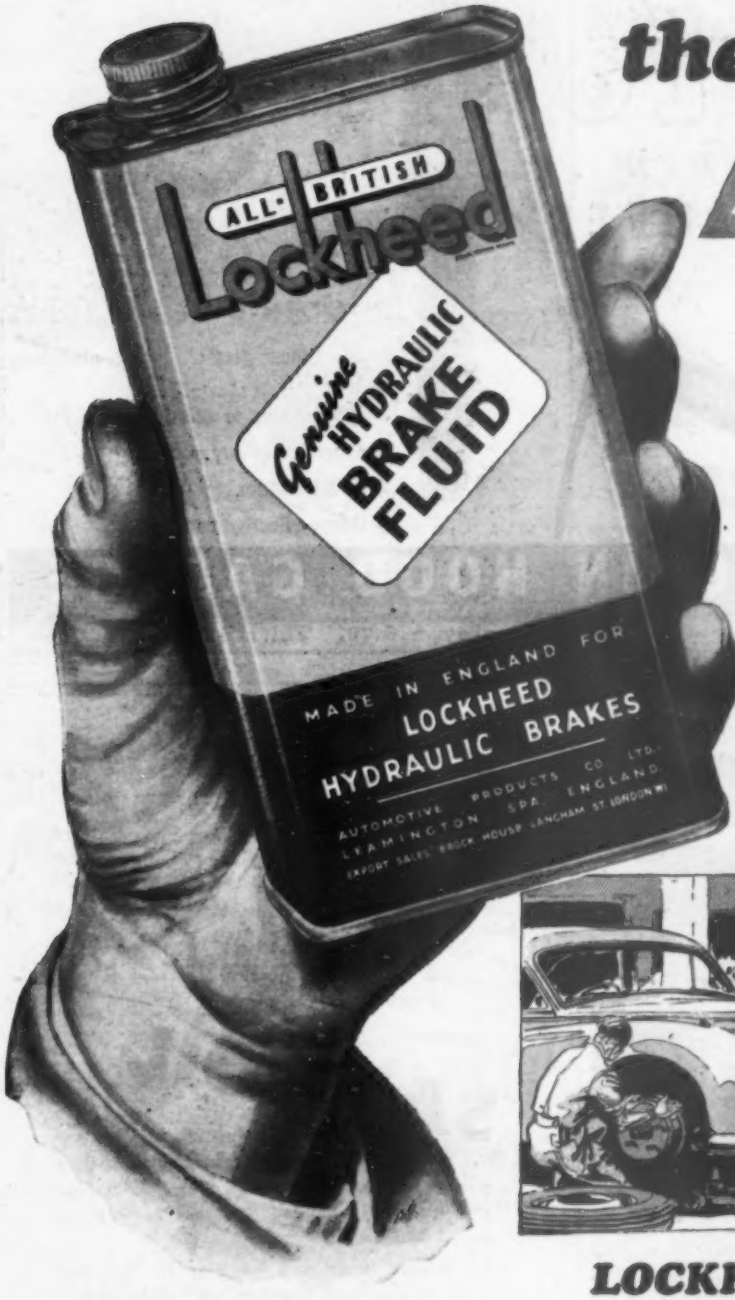

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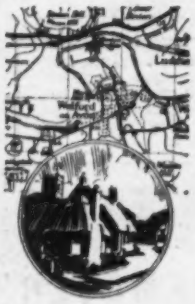

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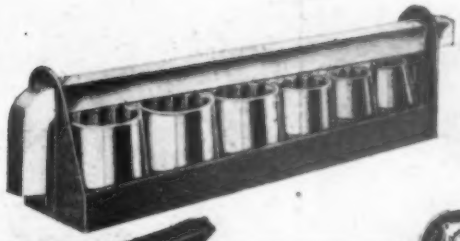

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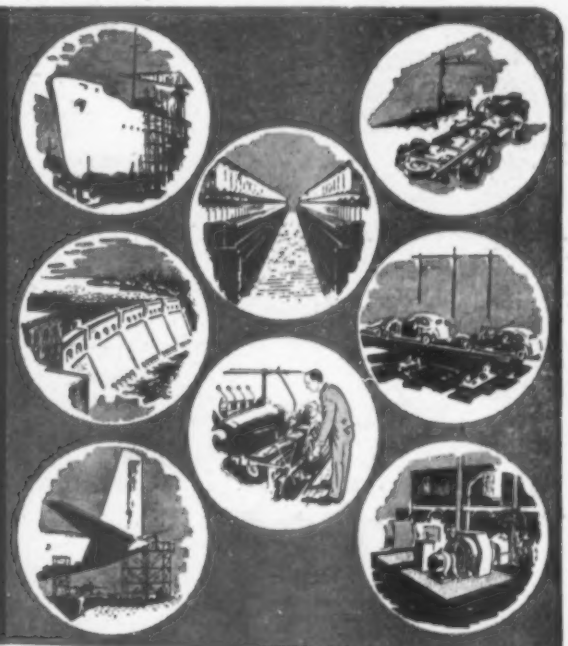

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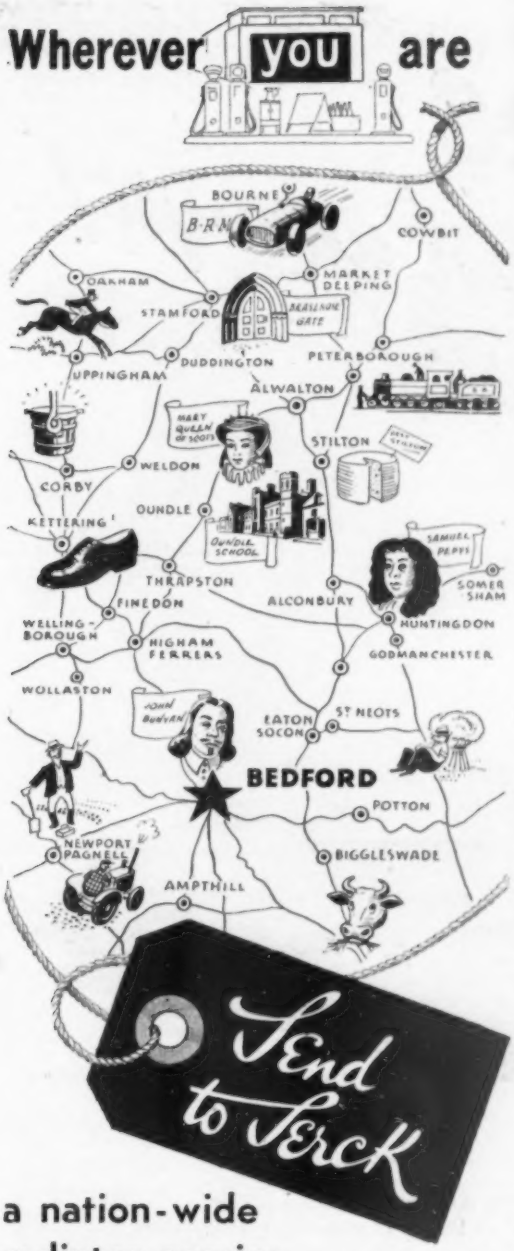

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In This Issue

Back Round the Bends .. 162
News and Views 165
Disconnected Jottings .. 167
German Grand Prix: Full Report 168
Bentleys at Silverstone .. 170
Coventry Climax Formula I Engine 171
Kurtis-Kraft Kit Car .. 175
"Are We Nearly There, Daddy?" 176
Down Mexico Way .. 178
The Hawthorn Incident .. 181
Correspondence 182
Service Viewpoint .. 186
Weekend Sport: Thruxton, Brands Hatch 187
The Sport 189
Club News 190
In Brief 192

The Autocar
FOUNDED 1895

No. 3010 — *Friday, August 7, 1953* — Vol. XCIX

Midsummer Catharsis

JUST why the wearing of archiepiscopal gaiters should entitle a man to be regarded as an authority on all and sundry matters pertaining to modern civilization is a question that foreign students of the British might find amusing, but the Archbishop of York, Dr. Garbett, set a new standard of vituperation against motorists in his monthly diocesan letter, wherein confiscation of vehicles in the worst cases of bad driving was a major proposal.

The outburst was inevitably followed by the usual crop of emotionally inspired "remedies" for road accidents. The Engineers' Guild proposes technical investigation of every road accident; "spot scrutiny" of vehicles is suddenly hailed as a cure-all; speed control by phased traffic lights is envisaged; one evening newspaper has obviously decided that parking meters solve all town traffic problems. The Pedestrians' Association casts greedy eyes on Lord Teynham's proposed road loan, which it requires to be spent on road safety measures other than roads. Apparently unaware of the excellent work of the Road Research Laboratory, the chairman of committee of this association demands that a Royal Commission report on how to spend the money, and that supervisory rights over its spending be given to the Minister of Transport's road safety committee; judged by the previous impact on road casualties of this particular committee it might as well go on fish and chips.

As recorded elsewhere, the Minister of Transport will faithfully and conscientiously continue to nibble at the problem; he might, in fact—and one can almost hear the timid intake of breath at the thought of the votes lost—have to consider compulsion of pedestrians to use the zebra crossings at danger points. All in all, this last week or two has been a typical period of "silly season" irritation, with the nation's guilt complex very evident in a desire to take it out on somebody. The notable omission in all the verbiage on the subject has been pedestrian railings, which have the virtue of fencing the chief victims away from the chief danger. But as they are unloved by anyone the omission is not, perhaps, surprising: merely hypocritical.

Selling the Dummy

IN the grim midst of contemporary motoring, while the brickbats are still thudding on the car's roof, as it were, a little light relief may be discerned by the drivers of certain cars merely by looking straight ahead through the windscreen. We refer, let it be said, to the radiator cap that still graces the frontal extremity of several quality cars, and which is, perhaps, the prototype of car dummies.

Motorists are proud to be called realists. They will cruelly dissect the family saloon in front of its owner, pointing out that the streamlining is no more than the nearest the body presses can get to the wilder flights of the stylist. "If you put that in a wind tunnel, old man," they will say disparagingly, "it would blow out like a pea from a pea shooter." And leaving a crestfallen driver to climb guiltily into his pseudo-aerodynamic "envelope," they will stride away to one of the so-called traditional models, take a sighting line along the bonnet top and over the radiator cap, and drive off in a cloud of dust and an ecstasy of superiority.

It is the long acceptance of the dummy radiator cap which leads the saloon owner astray at this point. Instead of driving meekly home and hurriedly closing the garage door on his spurious means of transport he should point his blunt and unadorned bonnet in the direction of the cloud of dust and follow the critic. Mile after mile he should maintain his station as if he were under the orders of a North Atlantic commodore of convoys; day after day, night after night, the chase should go on, because, in the end, his enemy will be vulnerable. There will come the moment when it is necessary to check the level in the header tank, and when it may be advisable to top it up with water. This is the very threshold of triumph, and as *both* bonnets are lifted to reveal similar bayonet caps, the injured owner should point the finger of scorn at the spurious, milled-edged, chromium but unthreaded excrescence on his rival's vehicle. Words may be left to him. *Tu quoque*, the Romans used to say.

The Passo di Gavia, with a none-too-strong wooden barrier and a long drop beyond. Right : The onlookers display a fearless tendency to stand as close as possible to the competing cars during the Circuit of the Dolomites. Both these photographs were taken through the Jaguar's windscreen during the course of the rally.

BACK ROUND

A Competitor's View of This Year's Alpine Rally

by J. A. COOPER, Sports Editor

And all we needed was a banjo or two ! Syd Henson, Pat and Ian Appleyard and the author display obvious evidence of the dusty conditions after arriving at the finish at Cannes.

IN pre-war years the "Alpine Trial" was always a name to conjure with when discussions arose as to which could be considered the most arduous road event apart from actual road races. The present series, known as the *Rallye International des Alpes—Criterium de la Montagne*, which really commenced in 1938, has worthily carried on the traditions of its predecessors, and its organizers (the Automobile Club de Marseille et Provence) have successfully coped with a considerable number of problems in their endeavours to maintain the difficult nature of the event in spite of the greatly increased performance and reliability of the modern car.

Never having "done" the Alpine myself, I was naturally pleased when asked by R. S. Henson, technical liaison officer of Ferodo, if I would accompany him in an open Jaguar XK120 in this year's event. As the main purpose of the entry was to obtain invaluable information concerning brake behaviour—no better source of which than the Alpine can be imagined!—the car was fitted with an electrically operated counter which was activated every time a medium or heavy brake application was made, while other arrangements were made for obtaining some record of the maximum drum temperatures attained during the event. Otherwise, the car was prepared by Jaguars, the only special fitments of note being the usual kilometre-reading speedometer, extra horns operable by the passenger, and a second spare wheel mounted on top of the luggage locker lid.

The car was taken to Marseilles by Henson, while I flew down to join him two days before the start of the event. Almost immediately after my arrival, he went sick with stomach trouble but fortunately recovered in time to set off in good form. The hotel in Bandol at which we were staying was also catering for the complete Sunbeam Alpine team of six cars and a lorry, the whole making a brave array lined up in the courtyard; the entire team seemed very happy and well prepared for the event. So, too, were the Appleyards, also present; and at Ian's suggestion we were incorporated in the team of open Jaguar XK120s (another team being formed from the several coupé models in the event).

The Stages

Now, a word about the procedure of this particular rally. Each day's stage is divided into a number of separate sections, for each of which a time is allotted according to its length and the average speed applying to each class of

Another view of a section of the Gavia pass, with stone markers on the edge of the narrow and loose-surfaced mountain road.

THE BENDS

car by engine size. The general averages, applying to the majority of sections throughout the event, are 60 k.p.h. (37½ m.p.h.) for the largest cars, 59 k.p.h. for the next smaller class, then 58 k.p.h., and so on; quite high enough, when a lot of Alpine hairpins are involved.

At each control a time clock is set up, and each competitor is provided with a card stating his starting time and the official time in which he must complete each section; it is his responsibility to add the times together correctly to discover at what time of day he must arrive at each control, and to get the card stamped by the clock at that time. To allow for possible discrepancies between one clock and the next, a tolerance of plus or minus two minutes is allowed without penalty; beyond that a penalty of ten marks per minute is imposed. Of course, you may arrive at a control as early as you like, and wait for the correct time to come up on the clock.

Gatsonides' Ford Taunus, which had rolled over the edge and dropped into a river-bed shortly after leaving Bormio, arrived eventually in Edolo looking like this ; in spite of the absence of headroom for the passenger, neither occupant suffered more than cuts and bruises.

As we came into the large-car class, our average was that of 60 k.p.h., an easy one for calculations; at each control we returned the trip of the speedometer to zero, and likewise the hands of a stop-clock. At any point, therefore, the number of kilometres covered should be at least equal to the number of minutes elapsed if the average speed is being maintained; of course, it is always prudent to cross-check as the section comes to an end with the milestone or map distance to go to the finish, in case of speedometer error or unnecessary detours which might have been made.

The first stage of the rally (from the start at Marseilles through the night and the following day to Cortina d'Ampezzo in Italy) included the run down the *autostrada* towards Monza; this section was allotted a considerably greater average speed than the normal—for us, 110 k.p.h. (almost 69 m.p.h.)—to prevent competitors from amassing too much time in hand and rebuilding their cars! At Monza, of course, came the standing-start kilometre test, in which we made second fastest time to Appleyard's similar car.

Mountain "Race"

The second stage of the rally consisted of the Circuit of the Dolomites, the course for which was a single 190-mile lap of very varied roads, starting and finishing at Cortina. As the *Coppa Dolomiti* road race was to be held on the same course later in the day, all the roads were closed—although it was not unusual to meet cyclists outside the towns—and the whole atmosphere was very much that of the Mille Miglia; the average speeds were raised for this stage also, for us, to 69 k.p.h. (43 m.p.h.). As in the famous Italian road race already quoted, the populace displayed a remarkably fearless tendency to stand with their feet in the roadway, as close as they could get to the competing cars; I don't think I would, in their place!

During this stage, the first 47.7 kilometres (29.6 miles) formed a timed test, including the Falzarego, Lana and Pordoi passes and finishing at the summit of the last-named; this emphasized what had already been suspected, that the

BACK ROUND THE BENDS

continued

A typical Alpine scene, as one of the Sunbeam Alpine team storms round a bend near Misurina.

Syd Henson wrestles with refractory pieces of Jaguar in Edolo, after the stone bollard stepped into the way and impeded progress.

smaller-engined cars were at an advantage in the formula by which bonus marks were calculated for such tests. After all, a good Porsche or Frazer-Nash is little slower than an XK120 over a mountain pass incorporating tight hairpin bends; the larger size of the big car almost outweighs its advantage in power and acceleration. For this reason, it is, I think, true to say that nobody in the whole rally had to work quite as hard as the Appleyards to maintain their set speeds and to gain their fourth successive *Coupe des Alpes*; yet they could not finish higher than fifth in the general classification.

International Tour

Next came the long run into Austria, Germany, back into Austria, back into Italy, and finally into Switzerland to St. Moritz. Much of this day's run was easy, with more straight road than we had seen up to that time or were to see afterwards; but it had its difficulties, nevertheless, and right at the end of the long day came the timed ascent of the last 14 kilometres (8¾ miles) of the Stelvio pass, with its multifarious hairpins. In this we made second fastest time in the class, again to Appleyard, but were actually beaten in fact, as well as on handicap, by the Frazer-Nash of Alex von Falkenhausen, and almost equalled by Polensky's Porsche—the ultimate winner. But by now I hardly cared, for I had contracted the complaint from which Syd Henson had suffered before the event began, and I arrived in St. Moritz with a raging temperature and went straight to bed. Fortunately the following day—Tuesday—was a rest day, or I don't know what I would have done; as it was I stayed in bed and fasted, and by the evening felt slightly better.

On Wednesday morning I got up, rather limp and weak at the knees, but otherwise recovered, and we set off for the dreaded Passo di Gavia. This, however, did not prove quite so difficult as we had feared, and with the assistance of the piece of main road after the pass had been conquered we arrived within a mile of the final control with comfortable time in which to get there. But alas!—a dash of loose gravel on an innocuous-looking left-hand bend, and the Jaguar had slid, been checked, slid again—and, crash, we had struck two stone bollards in quick succession, and the front wheels were pointing in different directions. Even after some preliminary repair work we were only ten minutes late in checking in; but the subsequent frantic two hours with the car jacked up in the main square, the removal of one steering arm for heating and straightening, and its replacement, put us sadly behind time.

Now, the regulations clearly said that on each section of each daily stage a competitor could be twenty minutes late without disqualification; this delay was cumulative, totalling for this particular day two hours and twenty minutes, and could be taken all in any one stage if so desired. So we were still in the rally—just. But travelling as we were at the tail of the procession even before the accident, by the time we arrived at the next control the officials had packed up and gone home, clock with them! But we pressed on to the one after, where we just caught the officials. They kindly accepted our word for the time at which we had arrived at the previous control, and wrote it in on the card. From there on to Val d'Isère, life was complicated by the fact that the normal traffic arrangements had been resumed and people had forgotten that there was a rally on—but we got there without further loss of marks.

Battling On

In fact, we completed the next and final day's stage without loss of marks, also; but I have never been dustier or thirstier than on that final day, in blazing sunshine. And what a route—hairpin after hairpin, pass after pass, and in the whole 360 miles I don't think top gear was used more than half a dozen times, and then not for long. Anyway, we got the car to the finish, even if it was in forty-seventh place as a result of our long delay, and that was more than almost half the starters in this gruelling event could claim to have done. Henson is still kicking himself for that one unlucky slip—the more unfortunate since we were well placed in the class at the time, and apart from that he drove so well; but it is all in the luck of the game.

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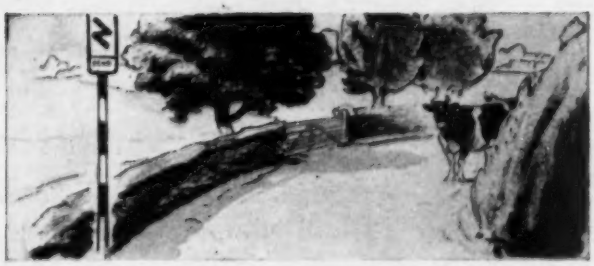

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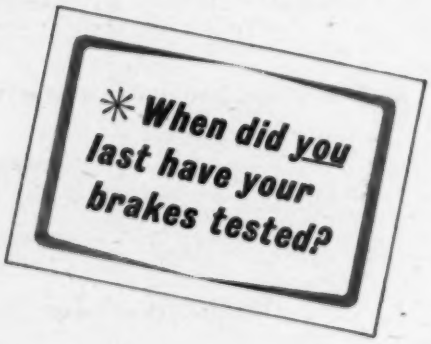

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NEWS and VIEWS

Petrol Prices

THE Minister of Fuel and Power does not consider that the recent increase in the price of petrol justifies the re-imposition of price control.

Chinese Cars

ACCORDING to Communist reports reaching Hong Kong from Peking, work has started on the building of the first car factory in Communist China. The factory is reported to be under construction to Russian design and with Russian equipment.

Production Drive Maintained

IN June, British car manufacturers kept up the car-every-15-seconds output rate of May. A weekly output of 11,500 units was achieved, which was nearly a thousand a week more than the previous average this year. In June, a five-week accounting period, 57,535 cars were produced. Despite the Coronation holiday, total vehicle production for the month was more than 79,000.

Named Kiosks

TO assist road users, a strong plea was made in the House of Commons for the painting of place names on all telephone kiosks. There are 19,000 kiosks in rural areas and although the Assistant Postmaster-General found the suggestion attractive he could not accept it because it would cost £2 10s per name panel. He said that the Post Office would be pleased to co-operate with any local authority who was prepared to bear the cost of painting.

Unused 643 Miles

MOTORISTS will learn with some surprise that Scotland has 643 miles of new roads over which they may not travel. As was stated in the House in reply to a question, this quite large mileage of new road has been constructed by the Forestry Commission since 1945. The Commission, said the Secretary of State for Scotland, had not thrown open these roads to the public for vehicular use but they were used to some extent by pedestrians, particularly in national forest parks.

French Record

BY producing 49,172 vehicles during June, France has beaten its previous production record of 47,954. Of the June total 37,830 were cars. The German industry, too, is reported to have had a record output during June, with a total of 35,900 cars.

Stanlow Leads the World

AT the Stanlow oil refinery of Shell Mex and B.P. there is under construction a new plant to remove sulphur from petroleum products, which is the first of its kind in the world. It is known as a "hydrodesulphurization" plant and it employs a new and relatively simple process developed in the Amsterdam laboratories of the Royal Dutch-Shell Group.

The product trickles in liquid form through hydrogen under pressure, and over special catalytic material which permits the desired change, whereas other similar processes for the same purpose involve vaporization of the product.

The cost of the plant is estimated at £1,000,000 and it is expected to be in operation next year.

No Limit

CORNWALL COUNTY COUNCIL has decided not to impose a 30 m.p.h. speed limit upon a length of the Wadebridge-Bodmin road (A389) at Sladesbridge, following objections made by the A.A. and R.A.C.

J. S. Irving

FOLLOWING the death of Capt. John Samuel Irving, who designed Sir Henry Segrave's record-breaking car Golden Arrow and who had been with the Bendix company, and the Humber, Hillman and Sunbeam companies, it is now known that his fine paintings of the Sunbeam, by Brian de Grineau, and the Golden Arrow, by the late F. Gordon Crosby of *The Autocar*, have been left upon trust for his wife and then to the automobile division of the Institution of Mechanical Engineers.

G.M. Produces Half

DURING the first six months of this year, General Motors produced nearly half the motor vehicles built in the United States. The half-year's production from all factories amounted to 3,254,939 units, according to the motor industry's journal published in Detroit. This compared with 2,195,198 units in the first six months of last year. General Motors was responsible for 47.3 per cent of the half-year's total compared with 42.8 per cent in the first half of 1952.

Vienna's point duty police now have loud-speakers over their boxes.

Coachwork Competition

DETAILS are now available of the private coachwork competition organized by the Institute of British Carriage and Automobile Manufacturers, which will be held as usual in conjunction with the London Motor Show in October. Full information is available from the Institute at 50, Pall Mall, London, S.W.1.

Roads: More Protests at Parsimony

STRONG protests against the parsimony which hinders and hampers the building of new roads for the ever-increasing volume of traffic in this country were made during the debate on road safety in the House of Commons last week. Even the Minister's assurances failed to appease disappointed M.P.s, for whom Mr. Callaghan put the matter in its proper perspective when he said: "We have got to the point where the cost of new roads would be less than the loss we are incurring in efficiency, and so on, by not building them."

Mr. Lennox-Boyd said there had been a lamentable increase in the accident figures. For the first six months of this year the casualties totalled 103,000, an increase over the corresponding period of last year of over 8,000. The May figures showed 432 dead, an increase of 80 on last year for the same month; June, 407, an increase of 25, and the death roll in these six months was up to 2,274, an increase of 184 on last year. All road users contributed to this increase, but the main increases were among motor cyclists, other drivers, and child pedal cyclists. Pedestrians showed a smaller increase. In the first five months of this year there had been an increase of seven per cent in the number of motor cyclists killed, and of four per cent in the number of pedal cyclists killed.

The total number of vehicles registered had gone up, and quite extraordinary figures of increases were now available. While in 1952 there were 37,000 new cars and motor cycles registered each month, this year in January there were 47,000, in February 36,000 and in March 45,000. It had been suggested that by 1965 there might well be over six million vehicles in Britain. At the moment there were under five million, and of these there might well be 3,320,000 private cars. He did not deny the value of road improvement, but he warned the House against concentrating too much on the road side. They must search for every possible way of dealing with the situation with the roads only slightly improved—slightly but steadily—from what they were now.

They would be losing sight of what was practical if they pretended that speed was the main factor; there was no evidence to suggest that it was. There were cases, of course, where the 30 m.p.h. limit ought to be imposed, but elsewhere it might be that a system of progressive traffic lights would be a much more effective deterrent. If they were properly placed it was

NEWS and VIEWS . . . . . continued

possible to check the speed of all vehicles along given stretches. They knew from police observation that traffic signals were 90 per cent effective. They were giving an increase of £334,000 from the Road Fund for this purpose, making a total of £840,000 in the Estimates for these traffic lights.

The Minister went on to announce further steps to reduce the toll of road accidents. Pedestrians, he said, might be compelled to use zebra crossings at danger spots on the roads. The Government might reluctantly order all motor cyclists to wear crash helmets. He was issuing a regulation as soon as possible to make compulsory the carriage of two efficient brakes on all pedal cycles. He hoped to increase expenditure on street lighting—which had already been stepped up to £2 millions—by 25 per cent this year. New road construction and improvements at major black spots costing £22,000,000 were to begin next year. The production of the new Highway Code was being speeded up. The Minister also said that he was most anxious that they should have a large-scale experiment in underground parking in London.

Midland Golf

THE autumn meeting of the Midland Cycle and Motor Trades Golfing Society will be held at Olton golf course on Wednesday, September 9. A medal round will be played in the morning for the Society Challenge Cup, and in the afternoon a greensome against bogey for the Bayley trophies.

Miniature Grand Prix

ONCE more there will be model car racing at the Model Engineer Exhibition, to be held this year from August 19 to 29 at the New Horticultural Hall, Westminster, London. Three teams of two cars each—Ferrari, Gordini and H.W.M.—will compete on a course which includes right- and left-hand bends, a hairpin, and so on. Actual "racing" speeds attained by these models will be about 30 m.p.h.

Embankment Plans

LONDON'S Victoria Embankment, the wide promenade on the north bank of the river from Blackfriars Bridge to Westminster, occupied Members during a recent session of the House of Commons. One Member reminded the Minister of Transport that police notices still closed the river side of the road (previously the territory of the trams) to all but buses, and wished to know why buses should be given special rights. The Minister pleaded that, pending reconstruction, the present traffic rules were to everyone's benefit.

Another Member wished to know whether that side of the Embankment could be used as a car park, as was suggested many months ago by *The Autocar*. To this suggestion the Minister replied that the Embankment was about to be reconstructed as a twin-track road and this included the old tram track which made up the disputed section. The whole width would then be open to traffic. Car parking facilities would be considered at a later date.

Mystery car: One that puzzles Manchester motorists is this six-door saloon. It has a coachbuilt body on a Fordson commercial chassis.

Spot Stop

POLICE and Ministry of Transport examiners carried out fitness spot checks on motor vehicles in Luton recently and 20 summonses were issued as a result. The Minister of Transport, Mr. Lennox-Boyd, has vigorously defended spot checks as being a means of protecting the public from unroadworthy vehicles, particularly in the commercial class. If the examiners consider that the vehicle is unfit for service they prohibit its use until the defects are put right. During the year to September 30, 1952, 6,211 vehicles were examined and 1,345 prohibitions were enforced.

Oxford Street Lights

MARYLEBONE Council has approved the expenditure of £25,782 to modernize the traffic light system in Oxford Street. Changes include the installation of an automatic density assessor which will regulate the signalling lights throughout the entire street. When the work has been completed it should be possible for a vehicle to travel from Marble Arch to St. Giles Circus without being stopped by traffic lights except during busy rush hours. This is a distance of a mile and a quarter and has 18 intersections. The new mechanism will take over a year to install.

MOVEMENT OF VEHICLES

LAWYER - ON - WHEELS writes: Motorists, even non-motorists, are liable to be caught up unawares in the often difficult question whether they have been *driving* a mechanically propelled vehicle for some purpose of the Road Traffic Acts. For example, in *Shimmell* v. *Fisher* [1951] 2 T.L.R. 753, it was decided that any movement of a car without the consent of the owner is enough to bring the mover of it within the prohibition in Sec. 28 of the Road Traffic Act, 1930, against taking and driving away a motor vehicle without that consent: it may be no more than the case of a mischievous youth coasting a lorry down a slope without succeeding in starting the engine.

In *Floyd* v. *Bush* [1953] 1 Weekly Law Reports 243, an unauthorized person recently made off with a motor-assisted push bicycle. In addition he had no driving licence, and his use of the machine was not covered by the requisite third-party insurance. All that happened, however, was that the defendant pedalled the machine for a mile and a half along a public road without attempting to start or use the motor. The justices held that, as it was being used at the time, the machine was not a mechanically propelled vehicle: they therefore dismissed charges of licenceless (Sec. 4) and uninsured (Sec. 35) driving, and of taking and driving away (contrary to Sec. 28). They based their decision on *Lawrence* v. *Howlett* [1952] 1 T.L.R. 1476.

The Divisional Court allowed the prosecutor's appeal. *Lawrence* v. *Howlett*, the Lord Chief Justice (Lord Goddard) pointed out, was to be distinguished because the vital parts of the engine—the cylinder, piston and connecting rod—had been removed. But the Court had said at the time that it was a borderline case; His Lordship had indicated that the same decision would not be reached with a dual-purpose machine the nature of whose use could be changed from hour to hour or mile to mile.

In *Floyd* v. *Bush* the police happened to stop the defendant while he was pedalling the machine. But the sensible interpretation of the expression "mechanically propelled vehicles" in Sec. 2 was, Lord Goddard said, "constructed so that they can be mechanically propelled." A bicycle with the auxiliary motor in working order but disconnected is certainly that, though it was held not to be so in *Lawrence* v. *Howlett* as the motor was dismantled.

The plain moral is this: if you take any part in the moving by any method of what normally is, or can easily be made into, a mechanically propelled vehicle, the likelihood is that you will be required by statute to have a driving licence, third-party insurance, and the permission of the owner. And how necessary it is to be sure of one's position can be illustrated by the case of the garage owner temporarily disqualified from driving who got into trouble because he jumped into one of his vans which had no petrol in it and caused it to coast a few yards down the slope of a public street and into this garage.

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Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Spares

IT is a salutary experience occasionally to carry out one of the tasks the accomplishment of which we so often take for granted. A flexible brake pipe having sprung a leak the other day, when the car was wanted urgently, I volunteered to obtain the spare. The nearest obtainable to the address of this journal was in one of the north-west districts of London, a good forty minutes away. My experience of the service side of this firm had not been satisfactory, and my experience of the spares side was even less so. All I can say is that if the grocer worked like the spares department of this firm many of us would be very hungry by now. I finally escaped after having sat chafing while a slow typist made out an elaborate invoice, complete with retail price and discount and all the rest of it, which I was asked to sign. She was, apparently, "new" to the job, and slow. The phlegmatic character behind the counter was obviously not new to the job, but he was slow, too; maybe he was distracted by the fact that the cigarette end dangling from his lips had gone out.

Phlegmatic.

The obtaining of spares for cars which demand excessive variations of the same thing has become chaotic with such delays and difficulty, and this country is ruining its business efficiency with forms and procedures. And let me tell private industry that in these respects it is very little, if any, better than a Government department.

✦ ✦ ✦

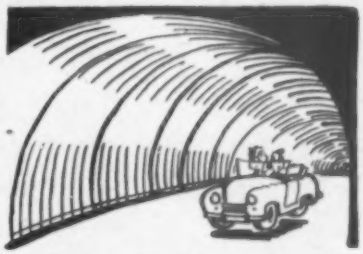
Reaction

MAIDSTONE'S reaction to the consternation of London over the Coronation congestion, when country coaches invaded the Metropolis, is heart-warmingly vigorous. It points out that the Kent towns, and Maidstone in particular, have suffered for years from congestion from Londoners' week-end traffic, and proposes that London coaches should be banned from passing through such towns. I chuckled when I read that, because a bit of animosity all round is the surest way of getting some action on this matter of roads to fit the traffic. However, I have often wondered why Maidstone does not apply a one-way system by making south-east-bound traffic turn left just over the river bridge and go round the back, rejoining the coastal roads (Chatham and Dover) later over the top of the hill. The town gets good marks for a roomy car park down near the bridge.

✦ ✦ ✦

Under Mont Blanc

SINCE the first news of the scheme, the proposed tunnel under Mont Blanc has tended to be overlooked, but a quarter of a mile of boring on the Italian side exists, and both French and Italian Governments have signed a treaty to press on with the scheme. It opens up exciting possibilities and only one or two misgivings. As the tunnel would be open all the year round I should imagine that it would lead to a great increase in traffic up that wonderful road, *Route Nationale* 506, which follows the River Arve up from Bonneville to Chamonix, and that, in turn, would no doubt lead to a replacement of the romantic and winding road of the moment with something a bit more in keeping with heavy modern traffic; thus the misgivings. Otherwise, it all sounds terrific. Imagine driving under Europe's highest mountain! Seven and a half miles through solid rock. Dr-Ing Dino Lora Totino, writing in *Road International* on the subject, gives an estimated temperature of 122 deg F in the mountain's middle, probably capable of reduction to 113 deg F, and recalls that the tunnelling of the Simplon brought a higher temperature of nearly 140 deg F. All very fascinating, although strictly as an alternative to the exciting mountain passes from France and Switzerland into Italy.



Under Europe's highest mountain.

Getting to Liverpool

ROUTES from London to Liverpool flowed in as a result of my previous paragraph on the subject. Most of my correspondents favour A5 and A41, which leaves A5 for Newport, Whitchurch (by-pass), the Chester By-pass and Birkenhead. Sorry, chaps; I don't think much of it, having no love whatsoever for A5 and its heavies. One variant on this came into London via A41 through Bicester, Aylesbury and Berkhamsted, which, again, I do not love, leaning more towards another variant that used Bridgnorth, Kidderminster and Stratford-on-Avon. I suppose the real trouble near London is that there just is not a reasonable escape route left out of that horrid conglomeration of man and his works.

Up the Cheshire end the accepted A41 section is quite good; it was the knowledge that this was so which made me disappointed at finding A51 so markedly inferior. Next time I think I will try A4 to Maidenhead, then 423, 34, 422, 443, 449 and 41. That will take some following, but it will be fun.

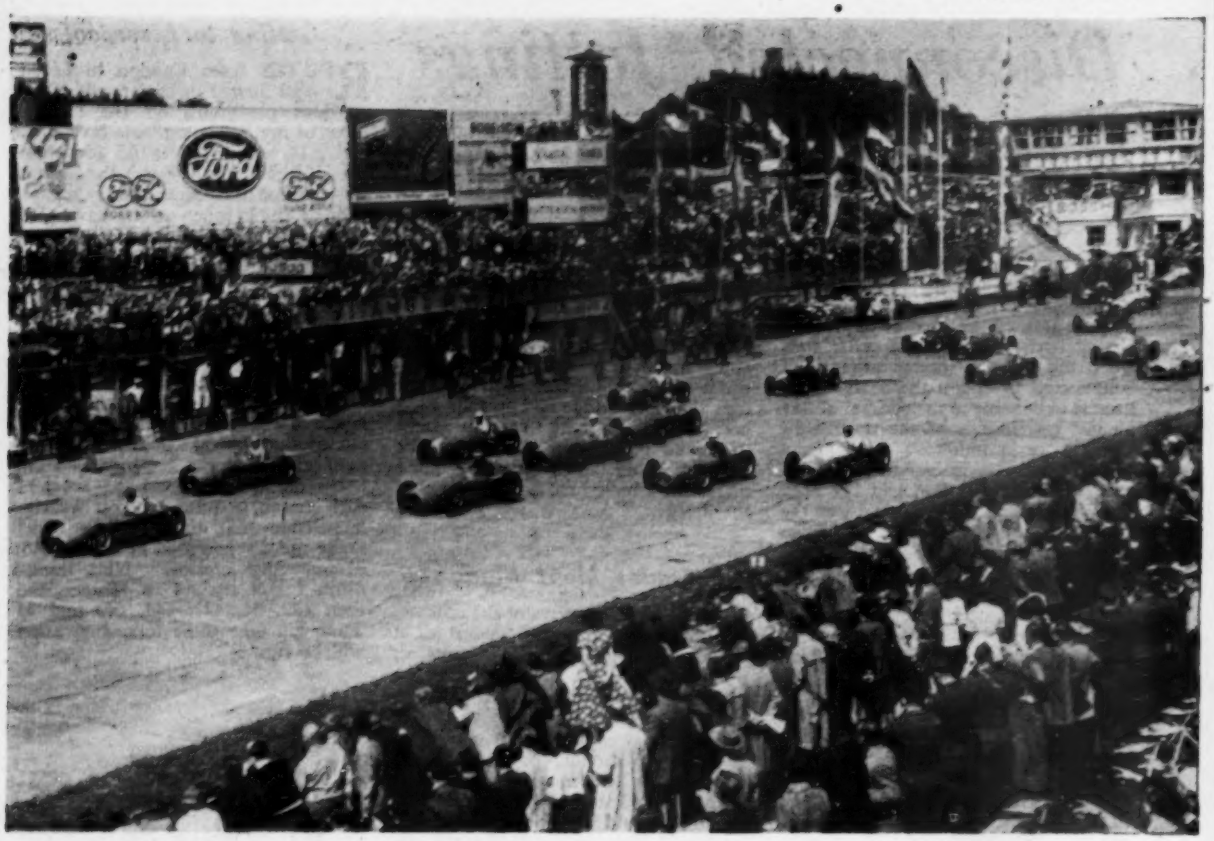
✦ ✦ ✦

Misjudging his height.

Aerodromes

APPROACHING one of the busier aerodromes the other afternoon I saw a jet bomber come in to land. It crossed the road at a very high speed and low altitude, and I imagine that the pilot must have felt more annoyed at the cars parked thereon than I did, and I felt quite cross. There are notices all along that road forbidding motorists to stop and gape at the R.A.F., and yet there are always cars and their occupants to be seen there.

I know very little about flying, but I imagine that one of the reasons why parking is forbidden so near runways is because a pilot coming in for the fast landing of a modern aircraft is quite capable of misjudging his height to an extent that would cause him to strike even as low an object as a car roof. Even if not, there is the distraction element to think about. There are many notices in this regulation-ridden age that I feel inclined to disregard, but the one requesting me not to clog up the road across an airfield is not one of them.



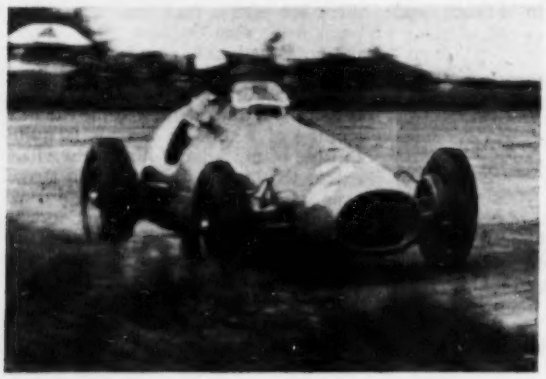
J. M. Fangio (Maserati) jumped into the lead at the start of the German G.P., at the Nurburgring. On his tail are Ascari and Hawthorn (Ferraris) while behind them come Trintignant (Gordini), Farina (Ferrari) and the Maseratis of Bonetto and de Graffenried.

Farina Wins German G.P.

HAWTHORN THIRD IN ANOTHER FERRARI-MASERATI DUEL WITH FANGIO

ON the fabulous Nurburgring in the Rhineland mountains south of Cologne, Alberto Ascari failed last Sunday to score his fourth successive German Grand Prix win in his Ferrari because he lost a wheel; Giuseppe Farina, regaining his old sparkling form, won at a record average speed for the 14-mile circuit. J. M. Fangio was second in a Maserati, and J. M. Hawthorn's Ferrari, after leading for three of the 18 laps, was third. S. Moss' Cooper-Alta was driven well into sixth place, the first British car home. In the 1½-litre sports car event M. Keen (Kieft) carried the British colours to fifth place.

Up to nearly half-distance the Grand Prix was certainly one of the most exciting of this year's series, with Ascari, Hawthorn and Farina holding the lead in turn. But in addition to race excitements this German event had, as always, a special appeal because of the unique circuit. Apart from a short straight before the finish it never stops twisting and turning, up and down hill, curling between the mountains. It is a supreme test of a driver's skill and experience, and in this race Farina sharply reminded spectators that he has an abundance of both.



G. Farina drove a fine race to win comfortably from Fangio and Hawthorn. He quite recaptured his old sparkle.

ALTHOUGH robbed of the military type of pre-war pomp, the German Grand Prix event on the Nurburgring is something of a festival. On the day before the G.P. the crowds are drawn by a short race comprised almost entirely of German drivers, in addition to the sight of cars practising. On race day this year there were three races, two run concurrently: for sports cars up to 1,100 c.c. and production sports cars of up to 1,500 c.c., and a 1½-litre sports car race; then the main event. The crowds, notably smaller than in previous years (pending, it appeared, the appearance in Grand Prix racing of Mercedes-Benz next year) were

treated to good weather as well as a G.P. win at a record average speed for the notoriously tricky circuit of 83.89 m.p.h.

The first pair of races were of no more than local interest except that John Fitch, the American, took third place in the prodution car 1½-litre event, in which every competitor drove a Porsche. But when the all-comers 1½-litre sports car race began the crowd started to take notice. Two Kiefts (Alan Brown and Michael Keen) were mixed with two Gordinis, two Borgwards (this firm is trying hard to capture the Porsche lead in this class), two B.M.W.s and a number of Veritas cars and specials. At the start Hans Herrmann in a Porsche at once took the lead; and he confirmed existing German opinion that he is a very promising driver by holding it throughout the race. Behind him, varying between a quarter of a minute to a minute back, was G. Bechem's works-entered Borgward, with its sister car, driven by T. Helfrich, behind him. These three went really fast, and it could not but occur to British spectators that it was a pity that no 1½-litre British sports car could offer a real challenge. However, Keen, in the Kieft entered by the Monkey Stable, went very well. He clung firmly to fifth place behind the E.M.W. of A. Rosenhammer, and the five cars completely outpaced the remainder of the entries.

For half the race Keen pressed Rosenhammer really hard, repeatedly passing him into the corners, only to be passed again quite easily on the main straight. It was a good effort, and bearing in mind this extraordinarily difficult circuit it could be counted as a prominent feather in Keen's hat. The winner added more points to his lead for the sports car championship of Germany.

THE GRAND PRIX

GERMANY still knows how to put on a show. The mountain-top starting point was adorned with scores of huge yellow advertising flags; three balloons, one spherical, two "barrage," lazed about in the sky; and Dutch girls in traditional costume distributed information on Dutch tyres. Overlooking it all was the tiny village of Nurburg itself (with a population of only 170) perched up on a steep-sided hill. To the other side one could see the Ardennes, and to the north one looked towards the Black Forest; the Nurburgring is one of Germany's most attractive venues for tourists.

Shortly before 1.45 p.m. the cars were sorted out on the grid, with Ascari, Fangio, Farina and Hawthorn in the front row. Ascari had been fastest in practice with a lap in 9 min 59.8 sec; Fangio (Maserati) was next with 10 min 3.7 sec, then Farina, less than a second slower, and Hawthorn with 10 min 12.6 sec. Gonzalez, the other Maserati driver, who would have had a real chance of winning, was unfortunately a non-starter because he had not recovered from his accident in Portugal.

In the second row were Trintignant, in the fastest Gordini, Villoresi (Ferrari) and Bonetto (Maserati); and in the third row Marimon (Maserati), Behra and Schell (Gordinis) and de Graffenried (Maserati). Moss was the fastest driver of a British car and was in the next row with Salvadori (Connaught) and Herrmann (Veritas). Moss had entered a 2-litre Jaguar-engined Cooper, but the engine could not be installed in time and the Alta took its place.

The prospect for the drivers as they waited for the start was formidable. The Nurburgring has no fewer than 172 corners, and in dry weather the speed is so high that they never really have time to think about a corner in advance. The cars are being forced round these difficult wiggles almost from start to finish and, of course, this, coupled with a wonderful site well over 2,500ft high, makes a splendid spectacle for spectators.

The only Connaught to finish was that of K. McAlpine. He, too, had trouble, but pushed on doggedly to the end.

At the start Fangio once more made a tremendous getaway, with Ascari and Hawthorn hurrying after him, and Bonetto and de Graffenried making another pair at the rear of the vanguard. Moss had had gear box trouble, a gear being engaged at the start with a screwdriver, and he got away at the back of the field. However, during the race the gear box operation improved. When the cars were away, towards the semi-circular corner at the end of the straight, all eyes remained fixed on them, for they could be seen swarming round the bend and back, parallel with the starting straight, at the back of the pits. There it could be seen that already Ascari was passing Fangio, with Hawthorn third. And in a moment they were past, going at a fantastic pace into the heavily banked but not wide corner which took them out of sight.

In the Outback

For about ten minutes everything was peaceful again, while reports filtered through from other parts of the circuit, of which the most famous section is the bend called the Karussel, the corner with a very heavily banked saucer-like inside which the crack drivers get round at what seems on the approach to be an impossible speed. It is one of the most frightening corners imaginable, even to drivers quite used to it.

Then the drone of the engines could be heard in the nearest hills, and almost at once Ascari flashed past well in the lead. Behind him was Fangio, with Hawthorn pressing him, then Farina, Villoresi, Bonetto, de Graffenried and Schell, the last two fighting hard for seventh place, with Schell managing to get by. On the next lap Hawthorn was in front of Fangio, but Fangio was repassing. It was quickly evident that Hawthorn was faster in the curves with Fangio catching up on the straight.

For four laps the order remained unchanged, then suddenly Hawthorn and Fangio tore past just as Ascari limped in, overshooting the pits. Mechanics ran down with a racing jack which went under the front wheel—for there was only one. Ascari kept the engine running and as soon as the jack was in place he slipped the car into reverse and let in the clutch. The racing engine immediately made the car outpace the running mechanics, so Ascari stopped, for he could not steer. Thus they proceeded back along the line of pits, the mechanics sprinting after him to grab the jack at intervals to steer the car when it veered out on to the course. For four kilometres—2½ miles—Ascari had driven on three wheels and a brake drum, but the delay cost him his lead and virtually put the car out of the running for first place—a bitter disappointment taken in a characteristically sporting way. Now Hawthorn and Fangio, wheel to wheel on the straight, were repeating their French Grand Prix duel and everyone wondered if it would last this time till the end of the race. Ferrari—Maserati—now it was really a race. For three more of the long laps the order remained the same, but Farina had really put his foot down and on the eighth of the 18 laps he passed Fangio and Hawthorn to take the lead, and on the same lap Fangio passed Hawthorn—so it was Farina (Ferrari), Fangio (Maserati), and Hawthorn (Ferrari), then Villoresi well behind, and Bonetto far behind him. Ascari restarted and passed Bonetto, but pulled in to the pit again, waited for Villoresi, then changed cars.

Pursuit

Now in fourth place, Ascari pushed on inexorably after Hawthorn and more points towards the world championship. By this time the retirements were increasing in number. Schell went out with a broken valve on the Gordini, Salvadori had managed only one lap because the Connaught lost water, Behra and Trintignant disappeared, ending any Gordini challenge completely, Bira (Connaught) was out, and McAlpine (Connaught) had a loose radius arm and was cruising. Failing brakes slowed down de Graffenried a little and Claes was restricted to third gear. Alan Brown went out with tappet trouble after stopping with a suspension fault. But despite all this the closing stages of the race continued to be interest-

Farina Wins German G.P. continued

ing, and Moss at least was going well, in seventh place.

Four laps from the end saw Farina now well out in front. When Ascari had trouble and Farina put on speed all the latter's skill and experience showed up. Nothing that Fangio or Hawthorn could do could stop the gap widening and, similarly, Fangio steadily pulled away from Hawthorn. Ascari closed up on Hawthorn, driving Villoresi's car, but before he could catch him, and just as he passed the back of the pits, a sudden spurt of smoke from the engine marked the end of his run. Next lap, with three more to go, Fangio came by without an exhaust pipe. The fumes and heat were being swept back on to the driver and there was the chance that he would have to slow down—but that was not Fangio. Completely blackened by the smoke he pressed on to keep second place to the end.

With Ascari out Bonetto moved up into fourth place and de Graffenried held off the challenge from Moss to finish fifth. It had been a fine race on a superb circuit, and it was good to see Dr. Farina, a popular driver with the British, win again, particularly as it was well deserved. Ascari now retains a useful lead for the world championship, but Farina has caught up Hawthorn as runner-up.

Baron de Graffenried went well in the Maserati and, although slowed a little by brake trouble, he took fifth place.

RESULTS: GRAND PRIX

18 laps of 14.3 mile circuit, 257.4 miles

1, Ferrari 1,980 (G. Farina), 3h 2m 25s, 83.89 m.p.h.
2, Maserati 1,988 (J. M. Fangio), 3h 3m 29s, 83.27 m.p.h.
3, Ferrari 1,980 (J. M. Hawthorn), 3h 4m 8.6s, 83.02 m.p.h.
4, Maserati 1,988 (F. Bonetto), 3h 11m 13.6s, 80.04 m.p.h.
5, Maserati 1,988 (E. de Graffenried), 17 laps.
6, Cooper-Alta 1,960 (S. Moss), 17 laps; 7, Ferrari 1,980 (J. Swaters), 17 laps; 8 Ferrari 1,980 (L. Villoresi), 17 laps; 9, Veritas 1,996 (H. Herrmann), 17 laps; 10, Ferrari 1,980 (L. Rosier), 17 laps; 11, Cooper-Bristol 1,971 (R. Nuckey), 16 laps; 12, Connaught 1,960 (K. McAlpine), 16 laps.

Fastest lap: A. Ascari, 93.00 m.p.h.

RESULTS: SPORTS CAR RACE

7 Laps of 14.3 mile circuit, 100.1 miles

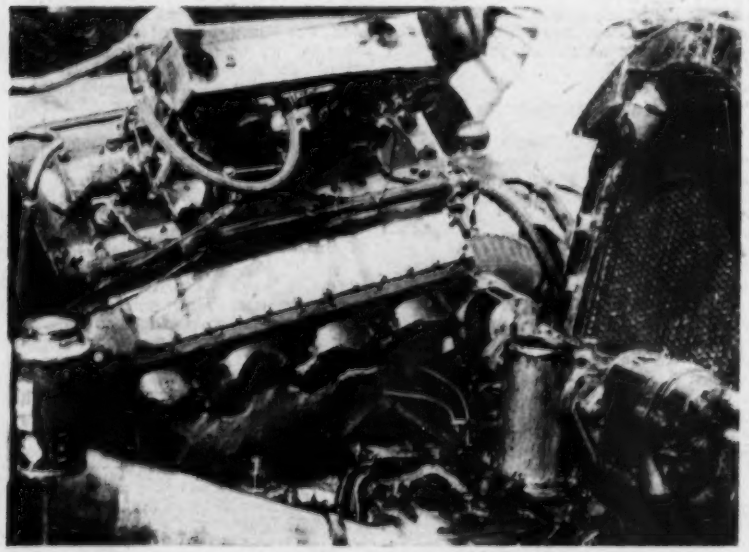
1, Porsche 1,488 (H. Herrmann), 1h 18m 30.4s, 75.6 m.p.h.; 2, Borgward 1,487 (G. Bechem), 1h 18m 56.7s, 75.4 m.p.h.; 3, Borgward 1,487 (T. Helfrich), 1h 19m 37s, 74.8 m.p.h.

RACE 1: Sports Cars up to 1,100 c.c.: 1, Porsche (Trenkle), 68.7 m.p.h.; 2, Porsche (Bulla); 3, Porsche (Mathé). **Production Sports Cars up to 1,500 c.c.:** 1, Porsche (Heuberger), 68.9 m.p.h.; 2, Porsche (Ringenberg); 3, Porsche (Fitch).

Bentleys at Silverstone

UNCOMMONLY good handicapping by Stanley Sedgwick, based on records kept by Jack Kramer, produced close finishes in the Silverstone meeting of the Bentley Drivers' Club on August 1. The meeting was also marked by what must surely be the most thorough blow-up of an engine seen for years, when J. H. Bailey's 4½-litre Bentley cast off the top half of its engine, which broke just above the equator.

The engine has a separate cylinder casting bolted to the crankcase through a heavy flange; it was just above this flange that the whole upper half of the engine broke off, to come to rest almost out of the chassis and retained by little more than exhaust pipe and manifold. Pistons disappeared and there were only the traces of two connecting rods to be seen, battered and limp-looking. The engine broke, quite literally, coming out of Copse corner, at about 2,500 r.p.m. (maximum torque) and it also caught fire. Bailey climbed up on to the back of the seat, the traditional position, and when the car came safely to rest, put the fire out with his own fire extinguisher. When the car had been towed back to the paddock, an awestruck crowd agreed that they had never seen anything quite like it.



The one that broke: only the exhaust pipe retained this 4½-litre engine when it snapped in two at the base of the cylinder casting.

Particularly good handicapping was seen in a 10-lap event for any Bentleys, when Walker's 4½-litre (Bluebell) was chased across the line by three Bentleys of varying ages and states of tune with less than 1 sec between them. There could not have been more than three yards between the contenders for second place. The great fleet of Bentleys which dominated the event were in fine form. Some furlong times taken on the straight showed that G. G. McDonald's 4½-litre just exceeded 90 m.p.h. This car was the winner of the 50-mile high-speed reliability trial, with a set time for each entrant, which opened the event. There was quite a small field for this and it produced two retirements—a rod through the sump of G. K. Stratton's car and water on the electrics of H. F. M. Scott's Hispano-Suiza.

In a race for post-vintage thoroughbreds, C. Le S. Metcalfe's 995 c.c. Fiat developed remarkable speed and consistency, saving at 63 m.p.h. its small handicap against a 2-litre Aston Martin and a blown 1,750 c.c. Alfa Romeo. The little car looked good and sounded good.

RESULTS

High-speed reliability trial (50 miles): 1, Bentley 4½-litre (G. G. McDonald); 2, Bentley 3-litre (H. E. Crozier); 3, Bentley 3-litre (R. MacIver). **3-litre Bentley scratch race** (5 laps): 1, D. McKenzie, 57.28 m.p.h.; 2, J. A. Williamson; 3, M. D. Hollis. **4½-litre Bentley scratch race (5 laps):** 1, G. G. McDonald, 67.1 m.p.h.; 2, H. R. Adcock; 3, S. J. Lawrence.

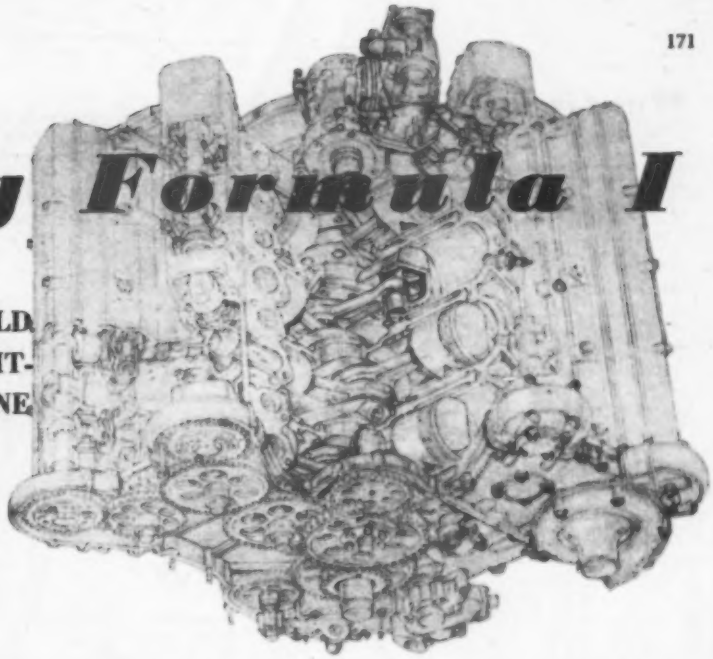
All Bentleys, first 5-lap handicap: 1, 4½-litre (G. T. Walker), 59.2 m.p.h.; 2, 4½-litre (D. H. B. Kelly); 3, 4½-litre (G. G. McDonald). **Second handicap:** 1, 3-litre (J. A. Williamson), 60.64 m.p.h.; 2, 3-litre (R. MacIver); 3, 3-litre (M. D. Hollis).

Post-vintage cars (5-lap handicap): 1, Fiat 995 c.c. (C. Le S. Metcalfe), 63.01 m.p.h.; 2, Alfa Romeo, 1,750 c.c. a (L. Easdale); 3, Alvis, 2,511 c.c. (L. S. Richards).

Vintage cars, first 5-lap handicap: 1, Riley 1,089 c.c. (H. R. Heap), 57.5 m.p.h.; 2, Bentley 4½-litre (E. Smith); 3, Bentley 3-litre (J. A. Williamson). **Second handicap:** 1, 4½-litre Bentley (R. H. B. Mason), 61.98 m.p.h.; 2, Bentley 4½-litre (J. A. Walker); 3, Bentley 4½-litre (S. J. Lawrence).

Any Bentley, first 10-lap handicap: 4½-litre (J. A. Walker), 64.86 m.p.h.; 2, 6½-litre (G. C. H. Kramer); 3, 4½-litre (R. H. B. Mason). **Second handicap:** 1, 3-litre (M. D. Hollis), 67.02 m.p.h.; 2, 4½-litre (E. Smith).

Meeting Formula I

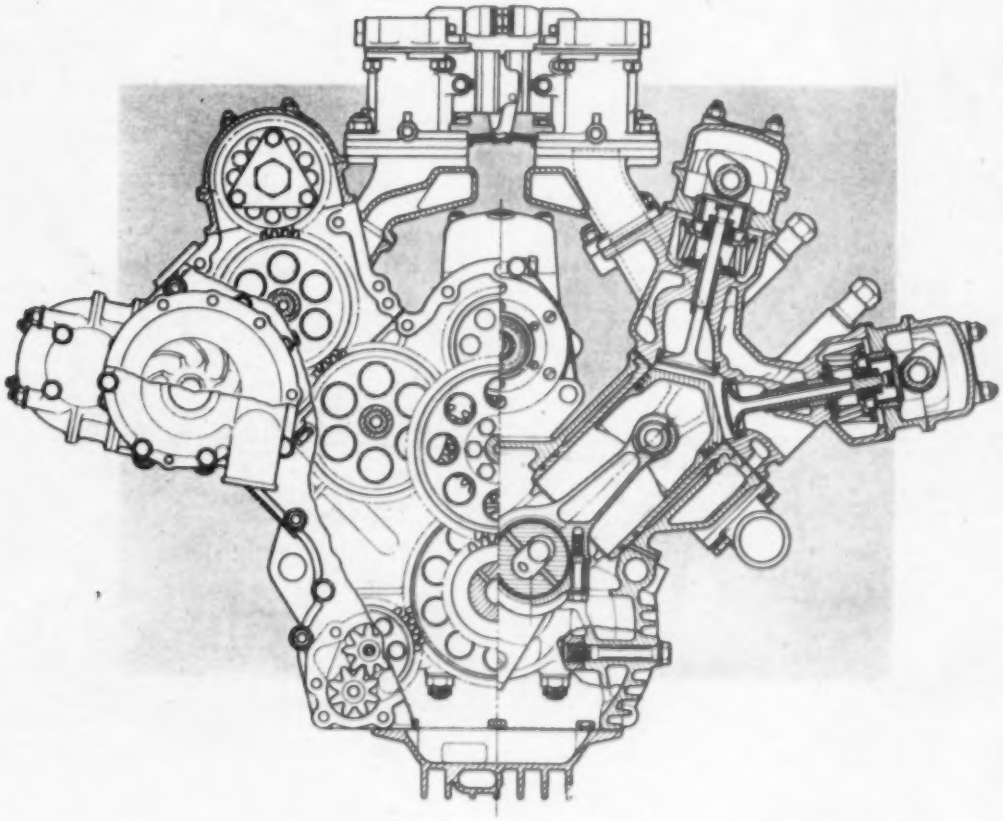


A NEW VENTURE FROM AN OLD FIRM : INTERESTING LIGHT-WEIGHT HIGH OUTPUT ENGINE BY COVENTRY CLIMAX

BEFORE the last World War, the old-established firm of Coventry Climax Engines, Ltd. was well known in the automobile world, as power units of its manufacture were fitted to various popular makes of car. Since the war the activities of the firm have been in rather different fields—the manufacture of fork-lift trucks and the provision of power units for industrial purposes being but two examples—but now it seems that the name will once more become part of the automobile scene because of the suitability for use in this field of their new lightweight, high-speed industrial engines.

It is apparent that, with the increasing use of air transport for industrial equipment of all kinds, there is a growing demand for a new approach in which weight is the governing factor, and the objective in producing these high-speed engines is to meet modern requirements by introducing the latest techniques, coupling high speed with reliability. One such unit which is already in production is a lightweight four-cylinder 1,100 c.c. petrol engine, with overhead

Among the salient features of the new Coventry Climax engine which can be seen in this cross-sectional view are the additional transverse bolts securing the main bearing caps, the water passages and directly cooled exhaust valve guides, and the valve operation through inverted-piston tappets. A cutaway perspective drawing of the whole unit appears overleaf.



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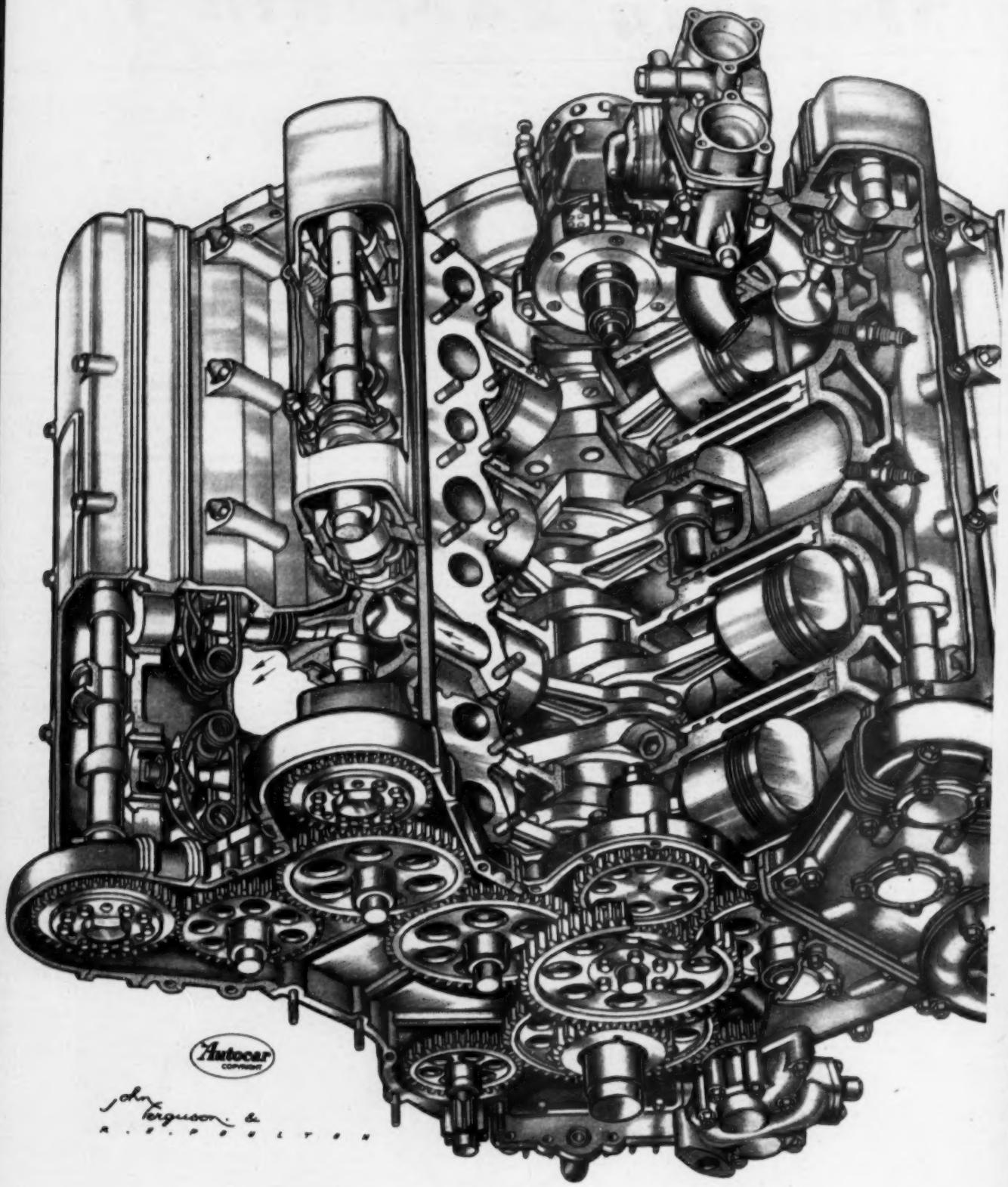


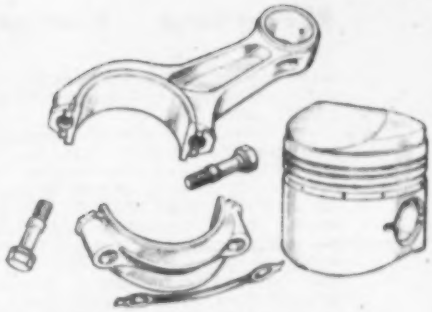
valves operated from a single overhead camshaft, which is already proving successful in different applications.

The company regards the motor racing field as being of great value both as a testing ground for its products under most arduous conditions and as a means of demonstrating their qualities to the world in general. With this in mind, the company has agreed to make available to interested constructors a type of engine complying with the unsupercharged requirements of the new formula 1, which comes into force on January 1, 1954, and calls for a capacity of 2,500 c.c. (or 750 c.c. if a supercharger is fitted). It is proposed that this engine should be made available to constructors of racing cars; later, a less highly tuned version may form the basis of some very interesting sports cars, while, of course, its industrial possibilities are also very great. It has been designed under the auspices of the chief engineer of the company, Mr. W. T. F. Hassan (who will be remembered for the construction of the Barnato-Hassan and Pacey-Hassan cars, the B.H.W., and as development engineer of Jaguar's at the time of the design and development of the XK120), while the chief designer is Mr. H. Mundy, A.M.I.Mech.E., M.S.A.E., who held the same position on the B.R.M. project for over four years, and was formerly connected with both the Alvis and the E.R.A. concerns. The same team has recently completed the redesigning of the Coventry Climax range of high-speed Diesel engines, and these are now under development.

Over-square V-eight

The new engine, of special interest in the car field, is a V-eight-cylinder, with a bore of 76.2 mm and a stroke of 67.94 mm; this gives a cubic capacity of 2,477.5 c.c. The combined block and crankcase is of barrel type, cast in RR50 aluminium alloy, with longitudinal finning on the sides which contributes to both the stiffness and the dissipation of heat. The crankshaft is forged of EN23 steel, and is carried in five 2½in diameter main bearings, of the lead-bronze shell variety; the alloy main bearing caps are each secured by two vertical $\frac{7}{16}$in diameter studs, and in addition have two transverse ¾in diameter set bolts, one each side, bracing them to the crankcase walls. Bolted-on balance weights are fitted to the six outboard crankshaft webs, into the sides of which they are recessed to remove the centrifugal loads from the bolts. The shaft has been fully investigated for torsional vibration periods, but, should necessity demand, provision has been made for the fitting of a damper on the front end.

The connecting rods are forged from EN24 steel, and run side by side in pairs on the four crankpins; one bank of cylinders is therefore offset longitudinally from the other by fractionally over ¾in. The crankpin diameter is 2½in, the big-end bearings being also lead-bronze shells; the rods are of H-section, only five inches in length between big- and little-end centres. The fully floating gudgeon pins run in Clevite wrapped bushes in the rods. The big-end caps are tongued and grooved into the rods (at 45 degrees to the rod centre line, to permit the withdrawal of the rods upward through the bores), and are secured by two ⅝in diameter set bolts.



A connecting rod and piston; the latter is of the pent-roof type, while the big-end cap is located on the connecting rod by tongues and grooves. A tab washer is used to lock the retaining set bolts.

Wet cast-iron cylinder liners are spigoted into the crankcase; a rubber sealing ring makes the water joint at the lower end, but each liner is clamped by its top flange alone between head and block, a thin metallic gasket being used with concentric sealing rings round the bores. The aluminium-alloy pistons are solid-skirted, the skirts being relieved on the sides (almost like a "slipper" piston) to clear the crankshaft webs. Circular-section circlips retain the ⅝in diameter gudgeon pins; two compression rings and one scraper are fitted to each piston, the former being of the pressure-backed variety. The shape of the piston top can best be described as a hemispherical dome cut off on each side to form a pent roof. The compression ratio in racing trim is 11 to 1.

Head and Valve Gear

The cylinder heads are also cast in RR50 aluminium alloy, and the same patterns serve for both sides; in fact, but for an end flange connecting the camshaft housings, the heads are completely interchangeable. As is normal practice in this type of engine, the inlet ports are uppermost, towards the centre of the V; the valves are inclined, the inlets at 32 degrees, the exhaust at 34 degrees, from the head centre line. The head diameter of the inlet valves is 1.75in (giving a total inlet valve head area of 19.3 sq in) and of the exhaust valves 1.6in; the latter are sodium cooled with hollow heads, slightly domed. The valve guides are of phosphor-bronze, those of the exhaust valves being cooled by direct contact with the water within the head. Valve seat inserts of austenitic iron are shrunk into the cylinder heads; the ports are, of course, separate for each cylinder, those on the inlet side being swept at an angle, in the interests of turbulence, towards the

The compact layout of the unit is well shown in this complete drawing. Especially notable are the hairpin valve springs, the arrangement of the timing gear train (with the dual oil and water pumps mounted on the front of the timing cover), the crankshaft balance weights spigoted into the webs, the flanged cylinder liners, and the cradle mounting for the magneto at the rear of the V.

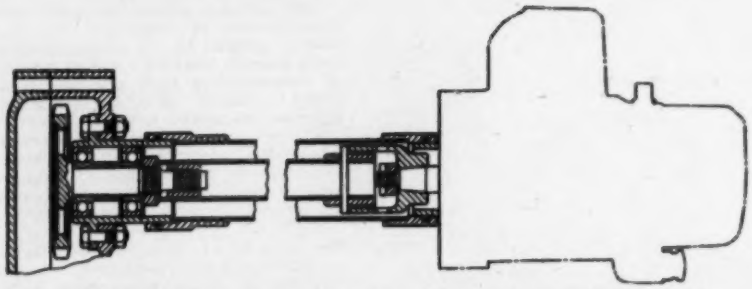
Meeting Formula I . . . . . continued

sparking plugs. These are long-reach 14 mm types, inclined at 25 degrees from the cylinder centre line.

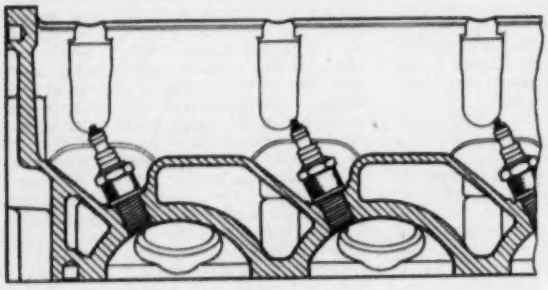
The valves are operated by twin overhead camshafts on each bank, through nitrided steel inverted-piston tappets; the clearance adjustment is obtained by grinding internal thimbles which fit over the stems. The valve springs are of the hairpin variety, retained by split taper collets with grooved valve stems; provision is made for free valve rotation on the spring pressure plates. The camshafts each run in five micro-babbitt steel-backed bearings, with split caps; they are spur-gear driven at the front end. The initial gear train from the crankshaft carries out the 2 to 1 reduction, separate trains then running up each bank; all the gears are of case-hardened and ground steel, the idlers each running on one ball and one roller bearing. The camshaft gears have 32 teeth, and are internally broached with 29 splines; this serves as a vernier timing adjustment, minimum variations of 1½ degrees being obtainable.

Two water impellers are fitted on the front timing case, driven from idler gears in the camshaft trains; the water is fed into galleries alongside the cylinders and thence up and round the exhaust ports in the heads. Restricted orifices communicate between the galleries and the water space round the liners. There are four water offtakes on the inlet port face of each head.

Pressure and scavenge oil pumps (the dry sump system being employed) are driven from the half-speed gear above the crankshaft through an idler mounted on a Clevite bush on the crank itself (but running at a lower speed). The oil feed is taken through ¼in diameter drilled oil-ways to the main bearings, and thence through the crankshaft itself to the big-ends; the shaft is actually drilled through continuously from front to rear journals. The camshafts and auxiliaries are lubricated at lower pressure through a balanced reducing valve; the maximum total oil flow is 600 gallons per hour. A gauze tray is fitted across the sump, while the main filter is mounted in the scavenge return pipe to the oil tank.



This section through the magneto drive shows how a torsionally flexible tube is interposed between driving gear and magneto to damp out any vibration.



In this longitudinal section through two adjacent combustion chambers, the position of the inclined sparking plug is clearly shown. The two cylinder heads are virtually interchangeable between each bank of four cylinders.

Ignition is by a single Lucas magneto cradled into the rear of the V, and driven by a torsional tubular shaft from the central idler gear. The firing order is interesting, the cylinders on the right bank firing first in the order 1-3-4-2, then being followed by those on the left bank in the order 2-1-3-4. To start with, the engine will be fitted with carburettors, one layout contemplated using four twin-choke Solex instruments of a new type; later it is intended to use fuel injection.

A Borg and Beck clutch, employing three dry plates of 7½in diameter, is fitted to the rear of the crankshaft. But a most interesting feature is the optional provision of an epicyclic reduction gear unit between crank and clutch; this will enable the engine to be used in conjunction with existing final drive units in spite of its high speed (peak revolutions are 8,500 per minute). This unit gives a reduction ratio of 1.41 to 1; the spur gear annulus is mounted on the crankshaft flange, the sun wheel is locked to the casing, and the three planets are carried on a spider which is attached to the output or clutch flange.

The engine is designed to be mounted at four points; vertical pads on each side of the flywheel housing, and lugs (in which Metalastik bushes can be fitted) on each side of the crankcase at the front. It is remarkably compact, the overall length from the water inlet pipes to the rear of the crankshaft flange being only 22½in, and the extreme width across the camshaft covers being 28in. The overall height is 20in, although if carburettors are employed they will increase this figure.

In racing form, the power output of the new engine is conservatively estimated to be in the region of 250 b.h.p. at 8,500 r.p.m., at which rate the piston speed is the by no means excessive figure of 3,800 ft per min. It is to be hoped that it will receive the support and success which the initiative of its constructors deserves; several prominent firms and personalities in the racing world have already expressed their interest, including Connaughts, H.W.M., Kieft, and Stirling Moss. Future developments from Coventry Climax Engines, Ltd. are awaited with eager interest.

BOOKS RECEIVED

Motorists' Five Language Guide, compiled by R. Calzada. Published by the Renown Book Co., 81, Peters Court, Bayswater, London, W.2. Price 3s 6d.

As its name suggests, this little book is for the motorist travelling abroad. The languages are English, French, Italian, Spanish and German, and there is a foreword by Lord Brabazon.

Wheels on the Road, by S. E. Ellacott. Published by Methuen and Co., Ltd., 36, Essex Street, Strand, London, W.C.2. Price 8s 6d.

Intended primarily for children in top junior and lower secondary forms, this book covers briefly the invention and development of wheeled transport right up to the Rover gas turbine car of 1950. It is profusely illustrated with line drawings, which, though adequate, are out of proportion in some cases. As an instructive gift to an enthusiastic youngster it should be very well received.

Introducing Spain, by Cedric Salter. Published by Methuen and Co., Ltd., 36, Essex Street, London, W.C.2. Price 18s.

Although not primarily written for the motorist, this amusing book would add greatly to the general knowledge of anyone contemplating a tour of Spain.

A free unvarnished style conveys the impression that the writer is confidently at ease with his subject and his obvious appreciation of the Spanish way of life makes interesting reading.

The author takes great pains to emphasize his desire to present an accurate picture. Some interesting tables cover the cost of hotels and food per day, and other tables provide a wealth of useful information.

This is a good book, not a traveller's guide, but certainly more than an introduction to Spain.

1953 Farm Holiday Guide. Published by David Murdoch, 49, Broomlands Street, Paisley, Scotland. Price 2s 6d.

This guide lists attractive farms in most counties for those who want a farmhouse holiday. Special mention is made when appropriate of amenities, such as fishing, and so on.

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Frank Kurtis with the new chassis, showing the trailing link suspension of the beam front axle.

New Kurtis-Kraft Project

INTERESTING TUBULAR CHASSIS IN U.S.A. FOR HOME CONSTRUCTORS

THE name of Kurtis has become well known in the field of American sports and racing cars in recent years, as cars designed and built by Frank Kurtis have scored notable competition successes. Among these, their record in the famous Indianapolis 500-mile race is particularly outstanding; the winning cars in the 1950, 1951 and 1953 events were all Kurtis-built.

The car which Bill Vukovich drove to victory in this year's event incorporated all the latest features of Kurtis design, including all-round torsion-bar suspension allied to the use of rigid axles. Now the Kurtis Sports Car Corporation has announced the introduction of a simple tubular chassis structure, incorporating the same type of suspension, which is being made available to would-be constructors of racing and sports cars. The frame itself is a dual-tube structure with central cruciform bracing, readily adaptable to carry a wide variety of power units and body designs. A body manufacturer has already announced the production of a Fibreglass body shell to fit the new chassis.

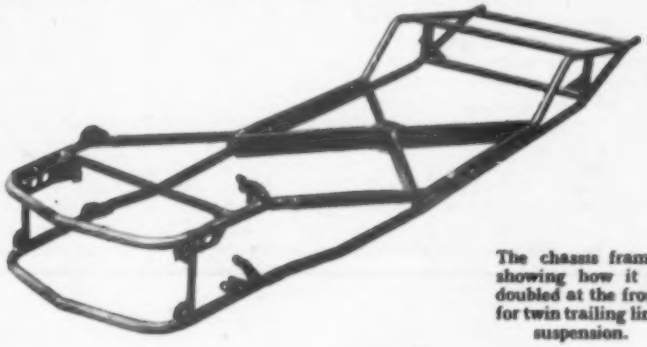
The straight-tube front axle is swung on trailing links, the upper link on each side being attached to a transverse torsion bar anchored on the opposite side of the chassis. At the rear, the axle casing is located by forward-facing links, similarly torsion-bar suspended, while transverse location is by a Panhard rod; tubular hydraulic dampers are fitted all round. The brakes are hydraulically operated, the drums being 11 inches in diameter. The wheelbase is 8ft 4in, the front track 4ft 8in and the rear track 4ft 10in. Disc wheels carry 6.00 by 16in tyres; these, like much of the running equipment, are standard Ford components. The total weight of the chassis as illustrated (with radiator) is stated to be 300 lb.

This new chassis, known as the type 500KK, will soon be in production at the rate of 50 sets per month. It may be purchased complete but unassembled for 1,290 dollars ex works (about £460), or broken down into groups of components in the following way:

	dollars	
Group 1: chassis frame only	399	(£142)
Group 2: front and rear suspensions	391.20	(£139)
Group 3: steering gear, less column and wheel ..	92.69	(£33)
Group 4: rear axle casing..	89.86	(£32)
Group 5: running equipment, including shafts, hubs, drums, brakes and wheels	228.19	(£82)
Group 6: radiator and dampers	89.06	(£32)

This is an interesting American development, following on the lines of the R.G.S.-Atalanta, Buckler, and Lotus projects in this country. It should meet with considerable success in the U.S.A., where interest in sports cars is steadily rising. To European eyes the chassis would seem to lack something in torsional stiffness; on the other hand, the fact that independent suspension is not employed renders that criticism of less moment than would otherwise be the case.

The address of the manufacturers is: Kurtis Sports Car Corporation, 4619 Alger Street, Los Angeles, California, U.S.A.



The chassis frame, showing how it is doubled at the front for twin trailing link suspension.

Leaving Princetown firmly behind with the family still intact—on the way home.

WRITERS of motoring articles seem to have a code which decrees that they may only refer to anyone travelling with them in the most vague terms. "My passenger" is the nearest they ever get to a description and one is left to wonder, somewhat tantalisingly, what sort of company such gentlemen keep. These notes are essentially about motoring with the family and become downright domestic from the start.

The family in question consists of four males and three females. Taking the males first, there is Jeremy (9½), Peter (6), Anthony (3½) and me. On the feminine side we have my wife (whose age is no business of yours), Glen—a 14-month-old Welsh sheepdog who wasn't travelling anyway—and our eight-month-old 2½-litre Riley. And, with the exception of my wife and the car, we were all taking a holiday under doctor's orders to recover from ailments various—a pleasant way of making you feel that your journey is reasonably necessary. What it also meant was that we were doing in April what thousands of other families would be doing from June to September, which gave us just something of that superior feeling one always enjoys when out and about before the crowd.

Perpetual Problem

Most family preparations must be the same. Each member spends a good deal of time dithering about which 10 per cent of their total wardrobe they might be able to do without. The children are quite prepared to sacrifice everything useful if they can only take a model aircraft with a 3 feet wingspan and a large toy yacht which won't fold up properly since Uncle John got the mast stuck last Whitsun. The paternal problem is simple—he just needs everything he doesn't wear at the office except perhaps the old battle-dress trousers he keeps for painting in. Mum listens sympathetically to each in turn—then goes away and packs what *she* considers to be the minimum necessities for the family. She is usually about right after Pop has insisted upon throwing out just enough to allow the back wheels of the car room to revolve. When you go away in April, the whole problem is merely more acute. It's colder, but there is always the possibility that it might be warmer.

The safest thing to do with the car is to catch it unawares and set off without so much as cleaning the windscreen. Put it in for a thorough service before you go and, when you're roughly half-way there, the most frightful noises develop. The same gremlin breaks the main-spring in your watch a few days after it returns from having a broken glass replaced. On this occasion we refused to be intimidated and gave Old Mother Riley, as the children sometimes irreverently call her, a 1,000-mile service and a good wash and polish. I cannot abide a dirty car, particularly on a sunny morning, and we were so hoping for one of those. I also had a couple of extra pounds put into the tyres to cope with the additional weight and remembered to blow up the spare. Finally the tank was filled up to a mark I had made on the filler pipe to help check petrol consumption. What a lot of extra petrol you can get into those pipes (the Riley has double filler caps—a great boon).

Our destination was a small farm a few miles from the coast near Ivybridge, South Devon. I had calculated the distance to be 188 miles, assumed an average of 40 m.p.h. actual running time, told myself not to be stupid, knocked it down to 32 or 33 m.p.h., added 1½ hours for picnic lunch and other stops and told the family that we ought to leave 7½ hours before our intended time of arrival—teatime. We always say we'll arrive at tea-time—like the Army term "forthwith" it means practically any time!

We had been in complete agreement about two things. First, that we would get away promptly at 9 a.m. and secondly, that an early night was essential to our invalid state. There wasn't a hope of achieving either—there never is—but we kept up a brave pretence. In fact, 9 a.m. next morning found the Riley parked expectantly near the front door completely empty save for Jeremy reading a comic.

The other two were nowhere to be seen. There followed 30 heated minutes at the end of which five bad-tempered humans and one asthmatic vehicle seethed out of the front gate and headed westwards. This particular Riley of ours has a most unfortunate habit in the mornings; within a few minutes of the engine starting, a wheezing high-pitched whine appears above the engine note; five minutes later all traces of disorder disappear and the unblemished gentle purr takes over until next morning when it all begins again. The cause? The experts said it would disappear after 4,000 or 5,000 miles. The young lady is now 8,000 miles old.

So the whine and the bad-tempers moved off to join A30 where at Bagshot they both disappeared at the sudden colour of the flowering trees and shrubs of a well-known roadside nursery. Even A30 looked pleasant and deceptively like a good road. The right foot went down a little further, Anthony switched on the radio and the sun began to advertise the new brand of car polish I was experimenting with.

Camberley was now approaching at the 50-60 m.p.h. mark, at which speed the Riley ambles along in delightful fashion. Your foot merely rests on the throttle pedal and your hands toy with a motionless wheel through which the road can still be felt but from which the tendency to heavy steering experienced at lower speeds has now disappeared. It is the completely relaxed motoring that can be enjoyed only in a car which is really direct and completely manageable. Perhaps it is best illustrated by a remark recently made to me

by an attractive female who, in casual conversation, was complaining about the need to "climb up" into her new family-type car which then proceeded to sway somewhat vaguely about the road. On learning of my new purchase she said "Ah, well there you are—you don't climb up into a Riley. You put it on!" She was so right.

We crammed a lot into that first hour. Housewife's Choice, Camberley, a boiled sweet apiece, Blackbushe airfield (whose scattered huts and hangars might have been dropped from a great height by the strangely varied aircraft parked in disarray about the place), the village cricket delight of Hartley Wintney, the first wide sweep of open Hampshire and 43 miles.

We were now on the narrow, winding, uneven surface of A303, enjoying its rolling countryside and revelling in the absence of practically any other vehicle—in particular the procession of broad-beamed tarpaulin-clad matrons who trundle interminably down A30. Their driving manners are usually impeccable but their exhausts provide a poor diet for children with queasy tummies and we had one of those. Normally all three travel any distance without trouble, but this morning Jeremy had for some reason faced breakfast with a slight nausea. It didn't stop him from eating huge quantities; few things do, but parents had raised eyebrows and mother had slipped him an aspirin to relieve the slight headache which was also present.

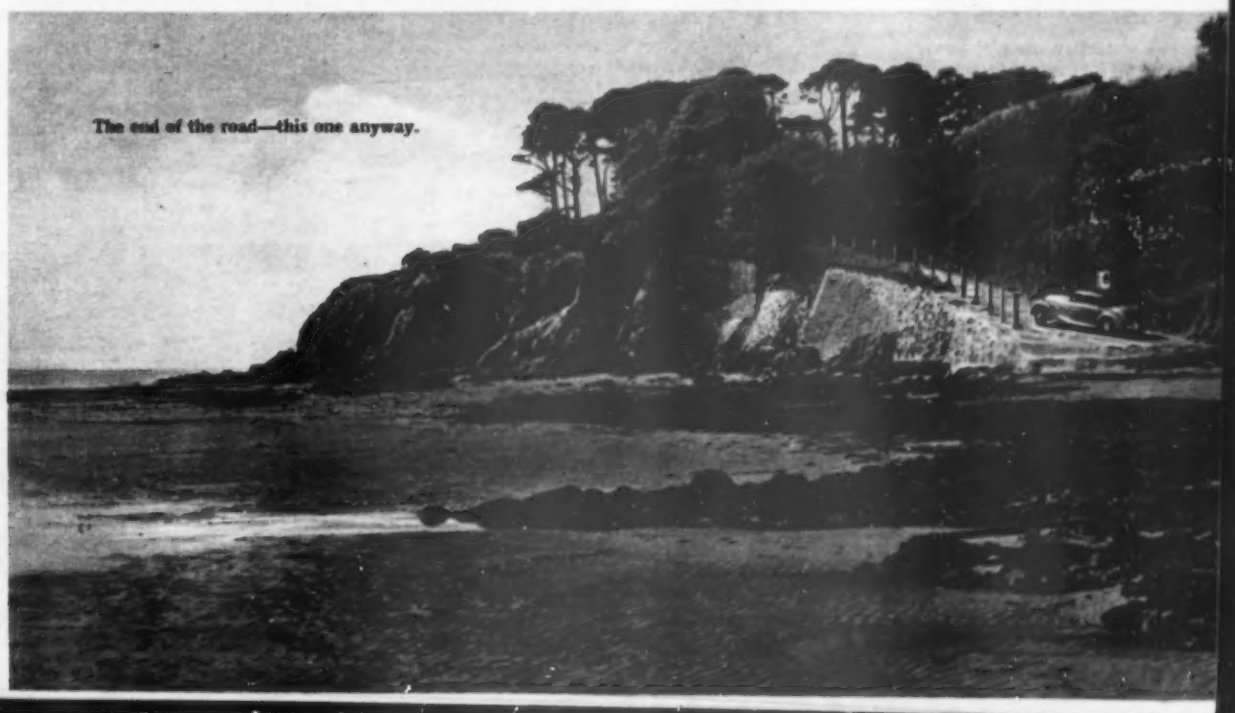
Ten minutes beyond Andover we stopped for elevenses, and I lifted the bonnet to have a closer look at what turned out to be merely a slight overflow from a too-full radiator. At the crucial moment an A.A. scout passed, slowed at the sight of a raised bonnet, turned and came back. Three minutes later he had confirmed my diagnosis and I was joining the A.A. It was good to be back in the family. My earlier membership had lapsed and only laziness had kept it that way. We gave him a cup of tea and he showed the children, all five of us, what really is kept in those bright yellow sidecars. I also gathered that his weekly mileage was 800, on a 10-mile stretch of road.

We were soon off again, with a paper A.A. sign pasted inside our windscreen and a lovely new game watching for flashes of yellow in the distance and then waiting for salutes which the boys returned with the self-conscious nonchalance of newly commissioned subalterns. Mere and Wincanton were quickly overtaken and 1 o'clock arrived simultaneously with Ilminster and a welcome picnic lunch which was eaten in the sunshine we had all hoped for so much.

Tea Time

At 2 p.m. we removed the last traces of ice-cream and moved off with 118 miles on the trip-meter and 70-odd still to do. A303 soon became A30 with Honiton and the Exeter by-pass coming smoothly along to meet us and we were just approaching Ashburton at about 50 m.p.h. in third when a small flat voice behind the driver's ear said "I'm going to be sick." A squeal of brakes and a hurriedly opened door and Jeremy was mal-de-car all over the rather surprised grass verge. We were off again in five minutes, feverishly playing "I-spy" and it was not long before somebody's little eye found Buckfast Abbey.

The misty treeless heights of Dartmoor were now rolling past on our right and Ivybridge suddenly came round a bend to greet us. Out came the one-inch map and parents changed seats again in order to allow father to map-read. Why are women so defeatist about such a simple art? Five miles of those delightful high-banked lanes along which you soon begin to drive with undue faith in horn and brakes and—we were there. Four o'clock (it really was tea-time) and 191 miles on the trip-meter which on investigation produced a mileage per gallon a point or two over the 20 mark. Despite our initial gloomy estimates we had averaged 38 m.p.h. actual running time, poor in relation to the car's ability but fair enough when driving had been a mere side-issue to one long series of parlour games. Who said the Riley wasn't a family car?



The end of the road—this one anyway.

The machete in the Mexican's left hand is for cutting down roadside weeds, not unwary travellers! Mexican soldiers like the one just visible at the right are to be seen at fairly regular intervals along the Pan-American highway.

DOWN MEXICO WAY

by Charles Krauss

IF you want to become the laughing stock of your friends in one easy lesson, provided you live in any American city, tell them you are going to take an M.G. TC from New York to the Pacific coast of Mexico and back. If you want to get the last laugh, take the trip.

The flood of objections caused by the announcement of our intention to make such a trip boiled down to a few major questions: "What are you going to do for spare parts?" The only one ever needed, except tyres, was a fan belt, one of the two spares we took along. Thank you, Abingdon. "Where are you going to put a month's supply of luggage?" We bought a second-hand grid for $3 and rigged up an ingenious—we thought—system of props and cables to support it. It was what is known as a qualified success. "You can't possibly be comfortable in such a small car on such a long trip." Entirely untrue, you can and we were. "You will be jarred into incipient dementia præcox by those hard springs." I deny that and you can't prove it. And any time you want to race me over the mountains from Tamazuncale to Mexico City you can have 30 minutes start.

On a Saturday morning, bright and early, we headed west across the George Washington Bridge from Manhattan. Two up and a total load of baggage of roughly 500 pounds. A coarse screen, superimposed on the radiator to keep out the larger insects, gave the front a rakish, decidedly unorthodox, slope.

The first day took us to Wheeling, West Virginia, where, to our great surprise, we saw an M.G.-Jaguar agency, the last M.G. agency we were to see until reaching Houston, Texas, on the return trip, some 5,000 miles later.

After driving all day and night we reached Hot Springs, Arkansas, having covered 1,250 miles. It was on this stretch that we first experienced difficulty keeping the M.G. on a straight line in any given direction. This trouble recurred with varying degrees of seriousness throughout the trip, and the final diagnosis was an overloaded rear-end that caused the front wheels to be very near a state of divorce from the road. After a brief pause in Dallas the route led south through San Antonio and across the border at

OVER THE BORDER WITH AN M.G. TC TWO-SEATER

In front of the Palacio de Bellas Artes, Mexico City. The car has just been parked and has already attracted some curious citizens of the Mexican capital. The Palacio, which contains the national theatre, auditoriums and art galleries, has sunk five feet since its construction, begun in 1905. The Mexican government has recently appropriated a special fund to correct the sinking.

Laredo, where we paused again to take out Mexican insurance—"It is a serious offence to run into someone in Mexico," the guidebook told us in a fine piece of understatement.

Across the border from Laredo, one picks up the well-known, or certainly well-publicized, Pan-American highway, the most direct route to Mexico City. The map was plainly marked and easy to follow, but for the first 50 or 100 miles we could not help thinking the road we were on was some sort of entrance to the highway. We were finally forced, however, to the disappointing conclusion that this two-lane, posted, treacherously pitched strip of pavement was the Pan-American highway. Several hours out of Laredo there was a fierce rainstorm that revealed still another flaw in the road's construction. Large puddles formed at the sides, and as we passed through one of these to let another car by, we made our first unscheduled stop caused by wet sparking plugs.

A pause at one of the few parking places along the Pan-American highway as it begins the climb into the Sierra Madres from Tamazuncale to Mexico City. Clouds hang over the valley in front of the car.

Left : The ferry over the Rio Purificacion on the road between Ciudad Victoria and Brownsville, Texas, is a stop-gap measure. A bridge is under construction. The ferry is man-powered.

From Laredo to Monterrey the road climbs gently to an altitude of 1,762 feet, with no winding stretches. The second day in Mexico took us from Monterrey to Tamazuncale, from arid plains to a steaming tropical hole at an elevation of 394 feet. Then the fun began. From Tamazuncale to Mexico City the road pushes skyward at an alarming rate, over 4,000 feet in the first 57 miles, over 2,000 in the next 41 miles, and up to a peak of 8,209 feet at a point 161 miles from Tamazuncale. Up to this time we had been making only fair mileage by American standards. We cruised at about 65 m.p.h. on the meter most of the day and made under 400 miles on average days. But on the tortuous *camino sinuoso* that begins at Tamazuncale we more than made up for that. Time and again large heavy American cars would pass us on the few straight stretches available, only to find us glued to their rear view mirrors on the winding hills. That is, until the first piece of clear road allowed the M.G. to poke its blunt nose out from the back and pass the labouring leviathan with ease, if not grace.

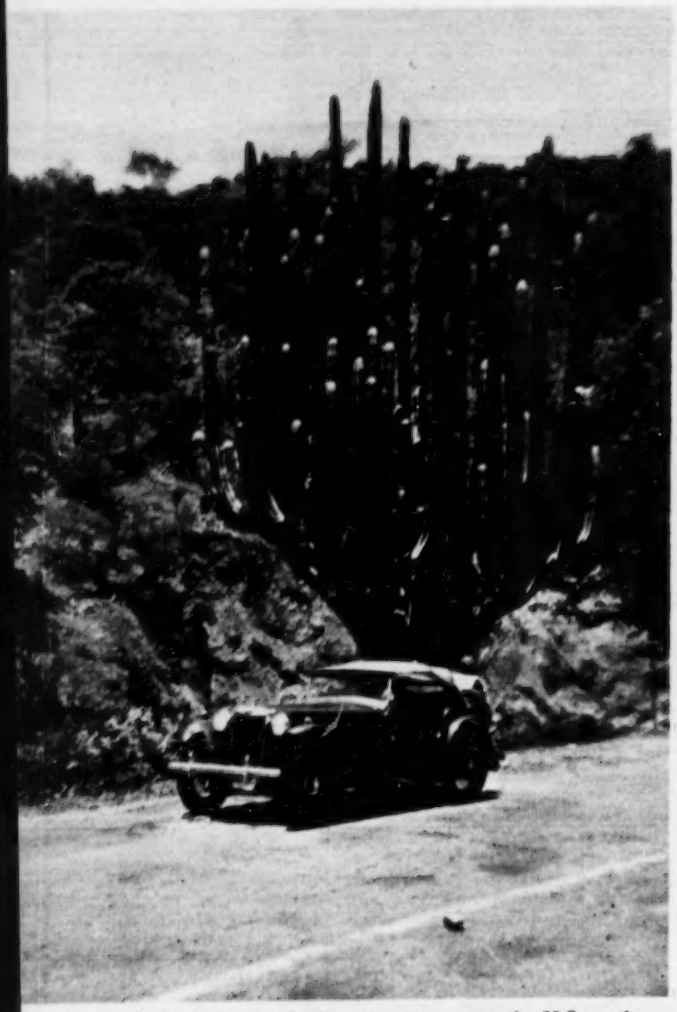
The two components of the car most widely used on this stretch were third gear and the grab handle, fervent use of which was made at all times by the passenger, less fortunate than the driver in that he did not have a comfortable flexible steering wheel around which to drape himself on the hairpin corners. Extensive use of third gear through these hills was probably a major reason why the M.G. had so little trouble getting past and staying ahead of the American cars, most of whose gear systems put them in the awkward position of having not enough power in high and having too many revs in second. The disadvantages of their too-soft springing and dangerously low-geared steering were, of course, equally obvious.

Even at high altitudes, we experienced no trouble with boiling in the radiator. We thanked the manufacturer many times over for his having overlooked the installation of a water temperature gauge. We were content not to know how close to boiling our engine was running.

Mexico City

After a rather long search for quarters in Mexico City, which we reached exactly one week and six hours after leaving New York, we looked for an M.G. agency where we would have the car lubricated and the carburettors set to cope better with the altitude and the low-grade Mexican fuel (we had experienced pinking, for the first time since the car was bought new in 1949, while coming over the mountains into the city). We finally located a Skoda-Tatra agency and repair garage where there was an Italian foreman with at least a vague acquaintance with the M.G.'s insides and, to boot, a high degree of enthusiasm for the sporting type. We did not encounter another M.G. during the two weeks in which we drove several thousand miles through Mexico. The Mexicans, however, were enormously attracted by the car. They called it *chiquito* (cute, or the little one) in a complimentary sense.

Driving in Mexico City was a novel, and at first, slightly frightening experience to one accustomed to the well-ordered if heavy flow of metropolitan New York. On a large scale, traffic appeared as though it was being manipulated by the unseen hand of some benevolent patron saint of motorists.



A giant "organ pipe" cactus towers over the M.G. on the road between Taxco and Acapulco.

DOWN MEXICO WAY: continued

Vehicles of all descriptions literally charge each other at a cross-roads, and we soon learned that the slightest sign of hesitancy is taken to mean that you are giving the other fellow the right of way. After a few days of intimidation, however, we got into the spirit of the thing, and soon found ourselves in the thick of traffic, charging and juggling for position like everyone else, all in a happy atmosphere of friendly competition. City driving in Mexico, where a vast majority of the streets are restricted to one-way traffic, was an added pleasure for us, who, as visitors fresh from the North, took advantage of our assumed ignorance and blithely used the shortest route between two points on the map, shrugging our shoulders and smiling quizzically at the extremely polite traffic policeman, who fortunately had no vehicles with which to give chase whenever we chugged down a one-way street, going only one way, to be sure, but in the wrong direction.

After a week or so in Mexico City, we set forth on the final lap to Acapulco on the Pacific coast, about 260 miles south-west of Mexico City. After covering 40 miles of the road to Cuernavaca we were blissfully unaware of what lay in store. Before we were half-way to our goal, however, we were wishing we had taken the one-hour plane ride instead. The constant bucking caused by the ruts and potholes reduced the rigging of the luggage grid to a pitiful ruin, and, at the end of two-thirds of the way, one suitcase had to come indoors and the other was strapped to the spare tyre. Shortly after that, one side of the front bumper came clattering to the road with a grinding scrape that made us think the front half of the car had fallen out, an occurrence that by this time would not have surprised us. Heavy gauge wire remedied this effectively. Strangely enough, the brakes seemed to improve rather than deteriorate with the heavy use they received during this day of mountain driving. Fade did not appear at all, and a squeal that had persisted for months whenever the brakes were applied disappeared. Frightened into silence, no doubt.

Going Cheap

Much as we foresaw with dread the return trip from Acapulco to Mexico City (anyone with enough sense to make an offer could have bought our mount for about $50 shortly after our arrival in that resort town) the journey back to the capital did not seem half so bad as the one away. We made another one-night stop in Mexico City, then headed for home. About 100 miles from the city we noticed a distinct odour of burning rubber from under the bonnet. We looked in and found the fan belt in shreds. This, as already stated, was the only replacement part needed on the entire trip except the tyres, which held out only a day longer.

At Ciudad Victoria we branched off to the north-east, planning to re-enter the U.S. at Brownsville, Texas. At mid-morning of the last day in Mexico, the left rear tyre blew with a report like a pistol shot as we were bowling along easily at about 55 m.p.h. We slowed to a gentle stop and put on the spare. So much for that—we thought. Late that afternoon, however, some 35 miles from the border, we noticed an extraordinary amount of wander in the car's line of travel. Steering gear, we thought, as we waved ahead two American ladies who asked if anything was wrong when they passed us (this was one of the most desolate stretches encountered, no service station until the border in one direction, and none for at least 50 miles in the other). Something as elementary as another flat tyre never occurred to us. Both rear tyres were worn down to the cord and actually in tatters.

Mexican Rescue

Our problem, however, remained one of how to run a car with two flat tyres. A frantic examination of the tool kit disclosed the embarrassing fact that, among all the paraphernalia we had taken, there was no tyre patching kit. As we were waiting to flag a car to take us into Brownsville for help, a truckload of Mexican cotton pickers stopped. Since the driver spoke English much better than we spoke Spanish, we explained our predicament in short order. He rummaged under the seat of his truck and brought forth, blessed sight, a tube-repair outfit, with which he quickly repaired the inch-long rip in our tube. We switched the tyre to the front (an alarming bulge had appeared in the weak spot on the tyre) and limped into Brownsville at an agonizingly slow but, in the circumstances, remarkable speed of 35 m.p.h.

After half a day's delay in Brownsville, waiting for a local garage to round up two tyres of the proper size, we were under way again. The steering was tightened next day in Houston, and that was the end of any and all mechanical adjustments or repairs.

As we rolled into New York on the final day, the car was as eager as when it had started, and we had the answer to the question that so many, including ourselves, had asked: can such a trip—just over 7,000 miles—be made in so small a car? True, luggage space was a problem. Mechanically, however, the car was in astonishingly good shape after the punishment it had been given. Petrol consumption, which we checked only sporadically, was never under 25 m.p.g., sometimes close to 30, and oil consumption was negligible.

And if our jaunt did nothing else, it made a good many people familiar, and favourably familiar at that, with a car they had not known before.

JAGUAR The finest car of its class in the world

THE STORY OF THE TYRE **No. 8**

TYRE RESEARCH

The continuous scientific investigation that leads to the improved quality tyres of today and tomorrow

This is the eighth and final article in a special series dealing with the manufacture of high quality tyres. It tells how an immense volume of research work backs the production of today's finest quality car tyres.

MOTOR cars are becoming more powerful. Road and driving conditions are becoming more exacting each year. To meet the demands of this type of service, tyres today must be tougher, stronger, smoother-riding, longer-lasting.

This explains the ever-mounting importance of research in the tyre industry. It is the stimulus which will enable better and cheaper tyres to be built in the future.

At The Goodyear Tyre and Rubber Co. Ltd., research has long been recognised as a vital element in the production of better quality tyres. Scientific investigation relating to this has always been the essential background to production control.

In the Goodyear laboratories, hundreds of technical specialists—each skilled in a particular field of chemistry, physics or engineering—are constantly working on the development of new materials and methods. Entirely independent of the day-to-day process of tyre manufacture, they seek to solve problems regarding their application, handling and adaptation. The result is the vastly superior strength and service achieved in Goodyear tyres.

Many new textile fabrics are currently being examined. Nylon—already embodied in aviation tyres—may be developed for general use in tyre carcasses. This is an example of how the benefits of research are passed on to the motorist as soon as perfected.

Rubber, taken alone, has limited possibilities. But research has shown that when compounded with various other substances, its nature can be altered considerably, so that it can be put to a greater variety of uses.

A test car caught in action on a normal day's run

Thus, in the making of their many different products, Goodyear use some two hundred different materials, in addition to natural rubber.

In compounding rubber, finished results can vary considerably. So eternal vigilance at every stage is the key to success. A zinc oxide taken from one part of the country, for example, may give a reaction quite different from that of a zinc oxide, chemically identical, from another district.

The manufacture of tyres calls for tests, inspection and control of the most rigid and scientific nature, at every stage. It starts with the selection of the raw materials and ends only when the finished product has been approved by the last of the chain of inspectors, scientists and laboratory workers.

What gives one brand of tyre supremacy over all others? The obvious answer is the raw materials and the manufacturing design. But a lot of hidden factors known only to the manufacturer play a big part, too. This knowledge is assessed by the motoring public in terms of the life and service their tyres give them.

Confronted with the increasing problems of a world moving on wheels, research experts are even now engaged on producing the tyres of the future. In addition to the extensive laboratory tests carried out at each stage of manufacture, practical tyre tests are also run at Goodyear.

One of these is in the Test House in the factory itself. All types of tyres are run continuously and tested for heat build up, carcass flexing and fatigue.

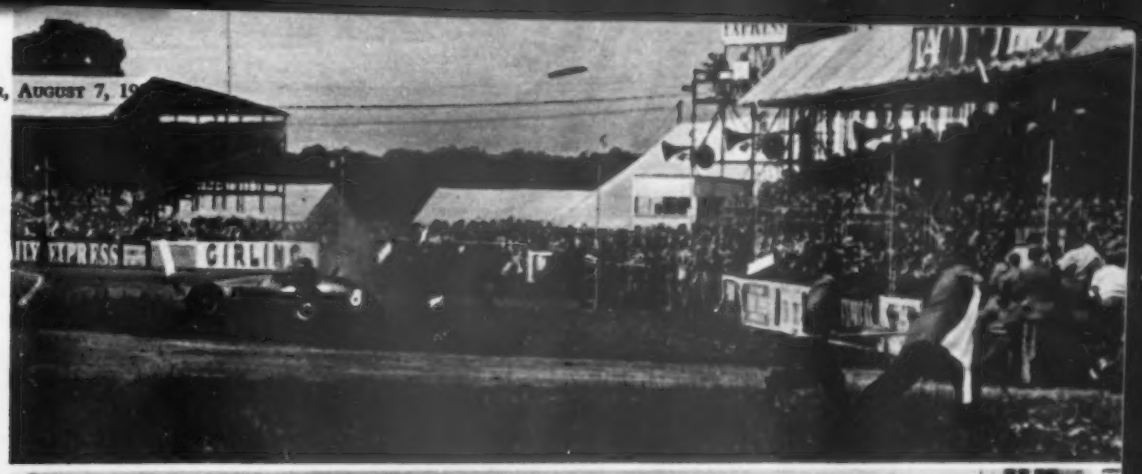
Another test is a practical one involving the use of a fleet of cars. These travel many miles a day and the routes are selected to embody all kinds of road surfaces where the everyday hazards of modern motoring are met.

These and many other carefully planned tests are typical of the care used in producing Britain's highest quality tyres, the great Eagle and the de Luxe.

The front view of the huge modern Goodyear Research Laboratory

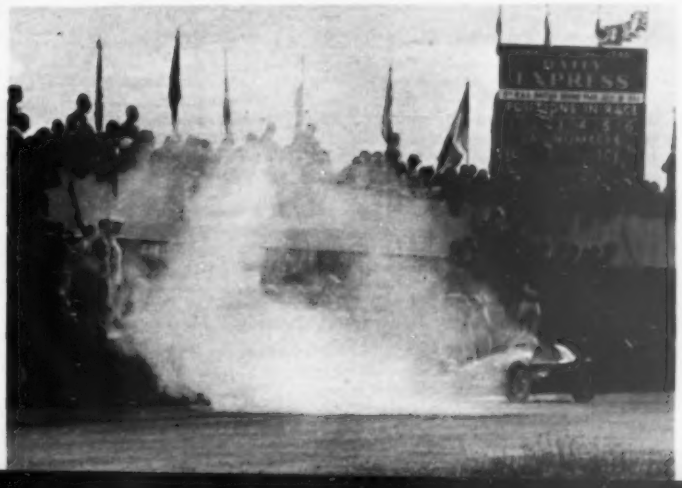
* * *

The complete "Story of the Tyre" is available in book form. Send now for your free copy to:—The Goodyear Tyre & Rubber Company (G.B.) Limited, Wolverhampton.



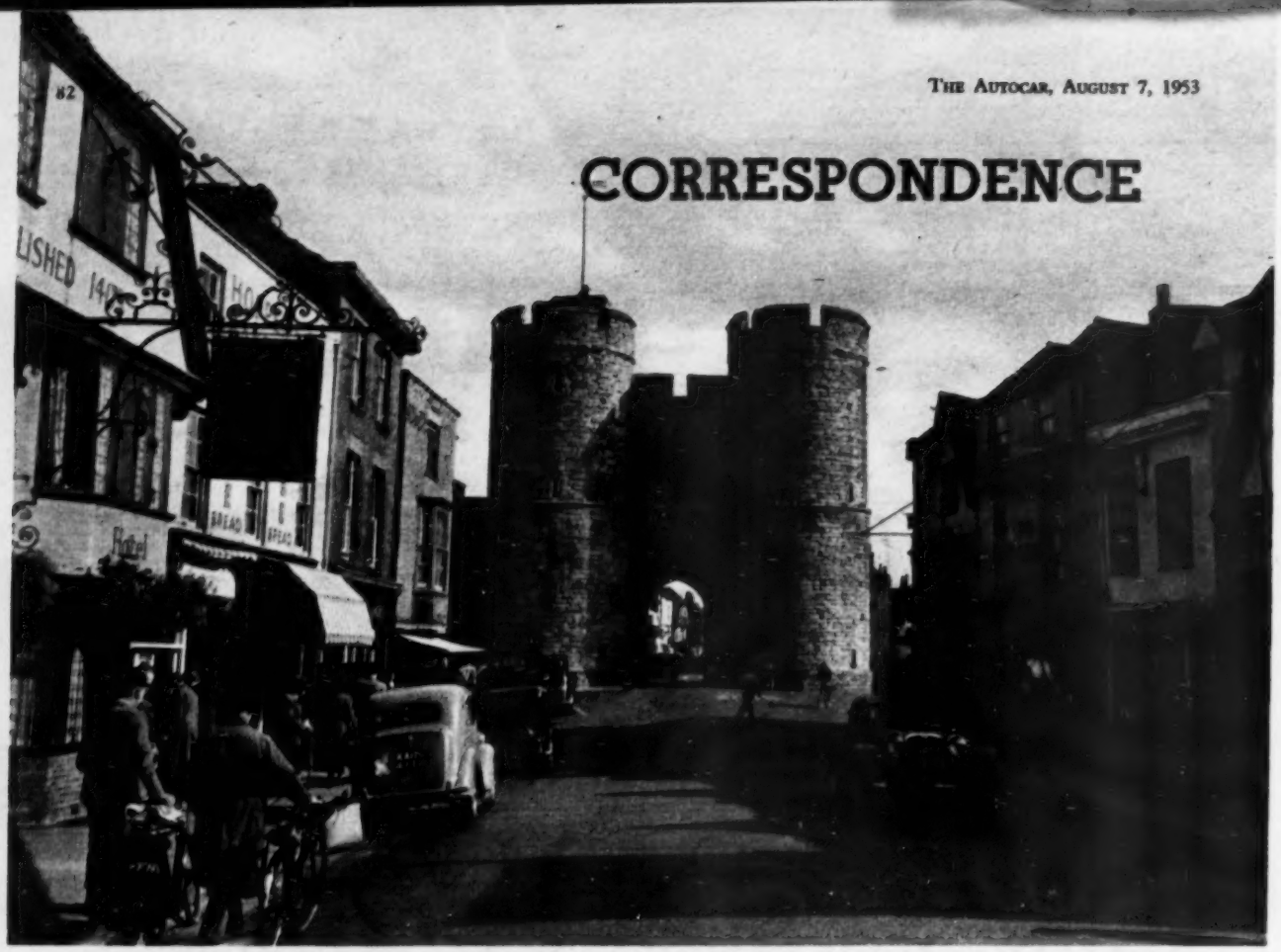
THE HAWTHORN INCIDENT

The accompanying series of photographs illustrates three phases of the incident in the recent British Grand Prix at Silverstone, when J. M. Hawthorn's Ferrari spun round in front of the pits. In the top picture, the car is seen spinning round on the grass, while flag marshals sprint hastily for cover; the fuel tank filler cap has sprung open, fuel is being sprayed out, and fragments of the wooden barrier are flying in all directions—one such piece can even be seen above the telephone wires! Next, Hawthorn is seen regaining control of the car, and then driving along the grass, preparatory to rejoining the course and the race, while in the fourth picture he is seen at the pits on the subsequent lap, with mechanics checking for possible damage.



Another dramatic Hawthorn picture was taken in the *formule libre* race at the same meeting, in which he was driving a 2½-litre Ferrari. He retired, as may be imagined from the scene in the photograph, with overheating troubles!

CORRESPONDENCE



Canterbury's ancient Westgate. It is a little narrow, perhaps, but in its day obstruction to free passage could be invaluable.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

ECONOMY

Javelins Commended for Economy

[65049.]—In reply to Mr. R. L. Manwaring's plea for speed cheaply [65023] I suggest that he transfers his affection to a Javelin. Maximum speed is the same, 0-50 m.p.h. a fraction better than the A.70's, and I find it difficult to bring my m.p.g. below 27—indeed, last weekend on a 158-mile run at an average of 36 m.p.h. I had a return of 32 m.p.g.

I have seen singularly little correspondence concerning these excellent cars, which offer sporting motoring to the family man without causing him to dig too deeply into his pennies.

Manchester, 16. H. D. LANTSBERRY.

Figures for a 1949 Javelin

[65050.]—My 1949 Jowett Javelin, with its original engine unmodified, recently carried me—with 50,000 miles to its credit—a distance of 534 miles in 17 hours 5 minutes from Purley, Surrey, to South Wales, including some pottering about around Welsh villages, and home again.

On all clear roads I cruised at 60 and for one or two short spells travelled at considerably over 70 m.p.h. Petrol consumption worked out at almost exactly 33 m.p.g. I find that I wear out four tyres in about 12,000 miles, although a good deal of my motoring is done in 30-mile limits. On the run quoted oil consumption was fairly heavy but the fitting of new rings and valve guides in the meantime has reduced consumption to something negligible. A. H. EDWARDS.

Purley, Surrey.

Well over 20 m.p.g. at High speeds

[65051.]—I would like to answer [65023] by stating that my work necessitates driving a Wolseley Six-Eighty approximately 3,000 miles per month at a cruising speed of 50 to 60 miles an hour, and faster when necessary. The petrol consumption during the month is 22.6 miles per gallon.

Cowbridge, Glamorgan. D. F. DAVIES.

SPORTS RESULTS

Is That a Record ?

[65052.]—Further to letters [64949] and [65024], regarding delay in publishing results, surely the record must be taken by the Middlesex County A.C., which took *eight* weeks to send me results of an event, and this only after much correspondence. The "results," which told precisely nothing of performance on the road section as distinct from quiz answers, were alleged to be "confirmed." How, I do not know.

As a member of the London M.C., my disgust at this performance will be understood. The M.C.A.C. can hardly claim inexperience, having been founded in 1905. D. H. OAKLEY.

London, N.12.

DIESEL CARS

Unjustifiably Optimistic Claims

[65053.]—In an article ("No Diesel Promised Land") in the issue of July 15, 1949, I used the words "specialized car for specialized people." I think that Mr. P. Tregarthen Rees [65005] must be in this category, judging by his ownership of a car with a "7-litre" Leyland diesel engine. This unit I would assume to be the now discontinued 7.4-litre of the Leyland Titan PD1 double-decker bus—an engine of about 17cwt for its 100 b.h.p.

Diesel reliability of a very high order is acknowledged, but I am sure that any maintenance engineer in charge of a large fleet would discount a claim of 120,000 miles with "no more maintenance than just filling up with fuel, oil and water." Buses in regular service, under strictly controlled mechanical conditions are "docked" every 15,000-20,000 miles or oftener, and their heads are lifted at 30,000-40,000-mile intervals. May I recom-

CORRESPONDENCE . . . . . continued

mend a reading of *Diesel Maintenance*, by T. H. Parkinson, M.I.Mech.E., a handbook with which I also am associated.

In the matter of speed records, no diesel car has attempted true class records. The so-called "diesel records" are in many cases extant only because they are first efforts. There being no competition, they are "records" whatever the speed attained.

It is most unfortunate that the extreme value of the diesel, in spheres where its particular characteristics can best be exploited, continues to lead many people into unthinking advocacy in directions not likely to be widely developed. This unrealistic attitude is nowhere more noticeable than in many references to 70 m.p.h. as normal to the 170D Mercedes-Benz, whereas its makers claim no more than 62.5 m.p.h. at 3,250 r.p.m., this being both the maximum and the cruising speed.

Manchester. DONALD H. SMITH, M.I.Mech.E.

TUITION

The Qualifications of Experience

[65054.]—I have just been reading Catherine Stokes' article, "Aspects of Tuition" (*The Autocar*, July 24) and think that one statement in it is not accurate. I quote: "The law allows any novice newly through his test immediately to teach someone else to drive." This is surely wrong and I am not quite sure of the time lapse, but think a driver has to have at least a two years' licence before he or she is qualified to teach anyone to drive.

Colne, Lancashire. JOSEPH KIBBLE.

[Our correspondent has overlooked the alternative. The "experienced driver" must have held a licence for two years *or* have passed the test.—ED.]

A WINK OR A WAVE

Both Types Available

[65055.]—"Cordyne" [65012] is right when he suggests that the semaphore type of traffic indicator should have a winking bulb in its tip. As manufacturers of both semaphore arms and flashing light direction signals we are convinced that this system has much to commend it.

Indicators of the type described are already permitted on the Continent and we have indeed exhibited them at our stand at the Earls Court Motor Show for the interest of foreign buyers.

We would assure "Cordyne" that the difficulty is not one of technical design but of official regulations.

V. W. DURTNAL,
Brentford, Middlesex. Trico-Folberth, Ltd.

RADIO PIRATES

License Before Purchase

[65056.]—Referring to Mr. F. J. Cockersole's letter [65031], I am delighted to hear that a real effort is being made to ensure that all car radios are licensed. I would go further and suggest that before any radio or television set is purchased a licence should be produced to the dealer and that it should be an offence for the dealer to supply the set without the production of such a licence.

If this suggestion was carried out the number of "pirates" would be reduced considerably.

Bexhill-on-Sea, Sussex. R. H. PENROSE-WELSTED.

AREAS OF CONTACT

Wheel Size and Performance

[65057.]—Mr. J. R. Davey in writing on post-war tyre design (*The Autocar*, July 24) puts forward not very convincing reasons or excuses in favour of the small diameter fat tyre; chiefly he instances that more room is available in the locker where the spare is commonly lodged. For this trivial reason he is apparently prepared to ignore the practical experience of some five thousand years of transport history which proves beyond doubt to anyone with mechanical instincts the value of the large diameter wheel whether for road or rail. In my opinion as an old engineer designers are prepared to ignore fundamentals in the interests of body construction or even with some ill-digested ideas about reducing unsprung weight; or maybe a change from previous ideas is thought good for publicity reasons, even if quite wrong technically.

I seem to recollect reading in your pages about sporting events in which certain cars had extreme difficulty or were unable to restart on steep gradients, and not for lack of power. Suspension experts try to make the best of a bad job with the aid of spring dampers, but if wheels were made larger this would be less necessary. Expressed mathematically, a wheel of infinite radius would require no springs at all since road surfaces would become in effect perfectly flat. As regards appearance does anything look more ludicrous than a car with tiny wheels? They resemble domestic furniture on castors rather than honest to goodness motor vehicles. In conclusion one cannot help wondering how motorists in the colonies regard this retrograde development. CECIL COX.

Leamington Spa, Warwickshire.

IGNITION

An Early Patent Provision

[65058].—With regard to letter [64993] might I add that the use of capacitor discharge for internal combustion engine ignition is by no means new. So far as I know the first use of it was covered by Patent No. 2,163, granted to Sir A. J. Lodge in 1903.

One of the aims of the design was to "render the effectiveness of the spark practically independent of the insulation of the points between which it is caused to occur." No special plug seems to have been produced to suit the ignition system.

Padstow, Cornwall. ANTONY G. BANNISTER.

TRANS-SAHARA

Co-driver—Passenger Required

[65059.]—I am planning to make a journey to Nairobi starting about a week after Christmas, and would like to hear from any other readers who would care to join me. I shall have room for one passenger to act as co-driver.

Alternatively, there may be some other readers contemplating doing this journey with their own cars; in that case we could perhaps arrange to travel together in two cars.

London, S.E.24. R. NOUWENS.

[Letters will be forwarded.—ED.]

FERRY CHARGES

30s for An Extra Inch

[65060.]—I did not read Mr. J. C. Scott's letter [64977] in the July 3 issue but, on Mr. F. D. Y. Faulkner's figures [65019], for the owner of an Armstrong Siddeley Whitley or Hurricane the saving of £4 10s in charges might easily be offset by the time saved in air ferry transport.

Surely no comparison in charges can be made between two entirely different modes of travel and transport such as boat and plane? I, personally, used the ferry last year but a friend of mine, starting from London in his car at the same time and using air transport, was half-way across France before I cleared from Calais, and I was not at the back of the queue off the *Lord Warden*, thank goodness!

Concerning the British Railways' method of charging on wheelbase, surely the thing that matters is the overall length of a car and the space it occupies on deck; the air travel people obviously are aware of this.

The owner of a Sapphire, I suppose, has a good laugh at the expense of the Hurricane owner; he should do at 30s for an inch! R. RUSSELL.

Purley, Surrey.

SUPPRESSORS

The Last Straw?

[65061.]—In connection with the correspondence on the subject of TV suppressors and car ignition systems, I feel the general attitude is that, because of technical considerations, the motorist is unwilling to fit a suppressor. Surely this is not the case, as an ignition system operates at least as well with a suppressor as without.

Perhaps the trouble lies in the fact that, once more, the motorist is asked to spend money for which he receives nothing in return. His sentiments are these: never has so much money been extracted from one section of the public in so many ways.

Admittedly, in this case, it costs only a few shillings, but the principle is wrong and one must remember it is the last straw that . . .

A fine gesture on the part of the Government would be

CORRESPONDENCE . . . . . continued

to present each motorist with a suppression device on January 1, at the post office, when application is made for a yearly licence.

Goodness knows this would be a mere iota compared with the revenue collected. E. INGHAM.

Stretford, Lancashire.

THE SPORT

A South American Enthusiast

[65062.]—I have been a reader of *The Autocar* for a long time and I have seen letters in the Correspondence pages from other readers who wanted to exchange news, photographs, reports and so on, about car racing, which is my favourite sport.

Generally, they ask for information about European or American races which I understand are the most important. Perhaps, however, there is a good friend who would like to know something about motor sport on this side of the world; perhaps he would care to write to me? In this case I would be grateful for his letter if he does write.

A modified Chevrolet used in South American events—see accompanying paragraph.

I enclose a photograph of my Chevrolet which recently finished fourth in the last race in Mar del Plata.

Buenos Aires, Argentina. WALTER WRIGHT.

ROAD FIGURES

The Case of the Missing Figure

[65063.]—The figures quoted in the editorial of your issue dated July 24 are either grossly incorrect or my previous understanding of a 5 per cent difference has been sadly underestimated. W. ILIFF.

Wolverhampton, Warwickshire.

[The "lost" digit was 8, the correct figure being 58 per cent.—ED.]

AGE AND ABILITY

The Flying Major Employed

[65064.]—The case of Major Christopher Draper has now been quoted in Parliament. I offered him a job as soon as I read of his bridge-flying exploit, and why he was forced into taking such a desperate step.

He is now employed here. I write chiefly to urge that others in the motor trade should give a helping hand to the "Over-45s." RAYMOND WAY.

London, N.W.6.

EXPERIMENTS WITH A PREFECT

A Panhard Rod from a Drag Link

[65065.]—I was very interested in the article "Experiments with a Prefect" by J. R. Davey in *The Autocar* of June 5. I have a similar car.

The transverse stabilizer referred to is not, of course, the best fitting. An ordinary Panhard rod, of the same length as, and parallel to, the drag link is considerably better, for obvious reasons. I made one myself in a few hours, and I know of one which was made from an old drag link which took only 45 minutes to make from start to finish.

With a pair of Andre 298 spring dampers (from a breaker's yard) my Ford now goes where it is told.

Northwood, Middlesex. L. H. PRATT.

SATISFACTION

Good Service from Another Standard

[65066.]—The letter of Mr. J. T. H. Rice [63035] published on July 24 interested me very much. I have been the owner of a 1937 Flying Standard Ten since July, 1951, and a very satisfied owner. The body is in a very sound condition and looks it, twin tail and stop lights have been fitted (this I believe necessary), otherwise everything is original.

Just over a year ago I had the engine overhauled and a new exchange Zenith carburettor fitted. I make a regular thing of seeing that my plugs and ignition generally are clean and in order, so far as my knowledge will allow me, and keep to the handbook as much as possible for adjustments. Being only a pleasure motorist I do look to the expense and keep a record of petrol consumption at times; just recently I have had a trip to the south coast and covered a total distance of 731 miles on 17½ gallons, and I find that in running about my city and on short trips I average 35 m.p.g. I change my oil twice each year (Fram filter fitted) and have never had the occasion to put any extra oil in since the overhaul.

At most times on long journeys I average a speed of 35 to 40 m.p.h. and only put my foot right down on the accelerator when the emergency arises for that extra spurt of power. This I get quite easily. D. P. SCHOFIELD.

Nottingham.

PLENTY OF MIRRORS

Forward and Rearward Vision

[65067.]—Having only just returned from a lengthy tour I must apologize for the delay in replying to various comments on my article "Vanguard Variations," which appeared in the issue of May 22.

Replying to Mr. A. E. Carter [64919] I would repeat that the chromium and paintwork on my car have weathered exceedingly well, with silicone and wax coatings, and are still in almost new condition, though in this connection I have consistently used a special preparation for the preservation of chromium in addition to the silicone polish. I have always considered black a more durable colour than any other. Whether or not I mollycoddle my car is a matter of opinion; it is certainly less well-maintained than most chauffeur-driven cars.

In reply to Mr. Ronald Barker [64928], who maintains that my rearward vision has been achieved at the expense of forward vision, I feel bound to emphasize that this is not so. It might be so with a four-seater car, but definitely not with a roomy six-seater. My photograph showing the mirrors was not taken from the driving position but from the rear of the car near the centre of the back seat. When seen from the driving position, the lowest mirror is well below the line of the bonnet, so does not impede vision at all; the middle mirror is as fitted by the makers and is not obtrusive; neither is the uppermost mirror, which is far too high to be in the way.

Mr. T. B. Mellor [64940] raises some interesting points. I agree about the windscreen pillars tending to block vision, but have never experienced undue inconvenience once allowances have been made; this is probably because all my previous cars have had this fault in greater or less degree and I am now used to it. I, too, had heard about inefficient weather-proofing and I have been on the alert for it. The fact that despite much travel in appalling weather conditions and near cloudbursts my car has remained completely weatherproof, rather indicates that the makers had overcome this fault in the last model of the Phase I series. I can certainly vouch for the fact that at no time has water ever percolated into the interior.

During my recent tour, involving many crowded cities and extreme traffic congestion, overall petrol consumption has averaged the very gratifying figure of 29.01 m.p.g., using best available fuel, upper cylinder lubricant and the overdrive whenever possible. Oil consumption for the last 1,500 miles has been nil, tyres are almost indistinguishable from new at 8,100 miles, and, I almost hesitate to add, nothing has gone wrong. The only trouble has been from outside sources owing to careless

BRANDS HATCH

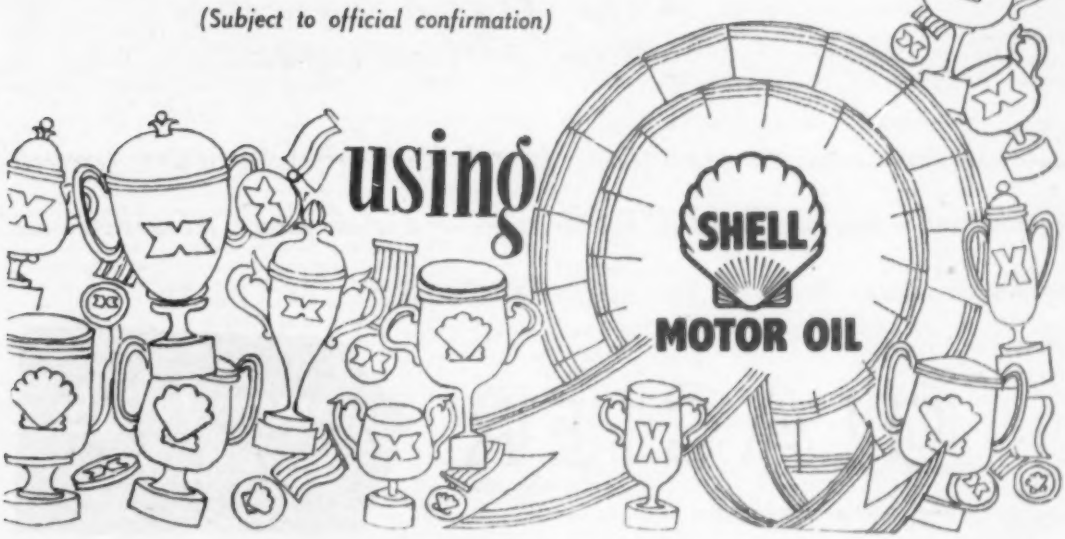
AUGUST SPRINT RACE

1st	**KIEFT**	DON PARKER
2nd	**COOPER**	S. LEWIS-EVANS

DAILY TELEGRAPH INTERNATIONAL TROPHY RACE

1st	**KIEFT**	DON PARKER
2nd	**LESTON SPECIAL**	L. LESTON
3rd	**COOPER**	S. LEWIS-EVANS

(Subject to official confirmation)



and SHELL FUEL

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CORRESPONDENCE . . . . . continued

flinging open of car doors by other car owners who have parked too close in crowded car parks and garages—a most annoying thing.

Finally, on the advice of the Standard agents at one large city where I stayed, a finer main jet was fitted still further to increase economy. In practice I found this had a decidedly adverse effect at low speeds on top, third and overdrive with the result that I soon refitted the original jet.

Shipley, Yorkshire. G. DOUGLAS BOLTON.

MOUNTAIN ROUTES

An Austin Seven in the Grwyne Fechan Valley

[65068.]—On September 22, 1950, you published my letter [62907] concerning the Grwyne Fechan Valley in the Breconshire Black Mountains, about which your correspondent Mr. J. J. Woodcock [62863] had already written.

Last weekend my brother and I succeeded in making the ascent of the pass, Bwlch Trumau, at the head of the valley, at 2,023ft above sea-level. The car was a 1934 two-seater Austin Seven, and about the most suitable vehicle for the job, for whilst the gradient near the top was as much as this gallant little car of 10 cwt unladen weight could manage, a larger car would find it hard to negotiate a sharp left-handed, rough and wet bend near the top, and the last few yards of track beyond this bend would be a bit hair-raising to the driver of a wide-track car. From the summit one can drink in the beauty of the surrounding and unspoilt countryside and then descend along the left hand of the other side of the pass to a sheepfold and into a lane through a paddock on the right and across a field, the last few yards of the ancient track (between walls) after the sheepfold being impassable owing to surface deterioration.

The views during the whole ascent, from Bwlch Trumau, first on open moorland and then by a wall after a right-angled right turn, have to be seen to be believed, especially if the light is favourable.

One eventually joins a good road between Abergavenny and Talgarth, and either direction is worth travelling for those who have an eye for all that's serene and best.

Hereford. H. W. BUTCHER.

SELECTED REPRESENTATION

Views of a "Free House"

[65069.]—It was very gratifying to note the views in your editorial (July 17) about 100 per cent petrol representation. The firm I represent has strongly resisted the flirtation and persuasion of the representatives of the various companies in this connection, feeling that it was in the public interest to remain free and give the motoring community a free choice. My firm has also been influenced in this idea by the Motor Agents' Association.

We have for some weeks been trying to obtain supplies of a certain very well-known brand of petrol, as we have a demand for it from some of our clients. We are told by this company that they cannot supply us because (1) there are 100 per cent sites in the district, and (2) that they have not sufficient petrol to supply us.

It appears, however, that they would supply us if we were to represent them 100 per cent at our depot.

Could something somehow be done to start a campaign advising people to deal with the *free garage*, which could show a special sign pointing out that it is offering a free choice?

Incidentally, the M.A.A. are unable to give any assistance in this connection as it appears that petrol companies will not discuss the matter with them. We suggest that a campaign of this sort would bring down the price of petrol and make the public realize that it is actually paying for all the free gifts, and suchlike, that are offered. H. J. PAIN.

Herne Bay, Kent.

NOSE-TO-TAIL

Do Motorists Follow Too Closely?

[65070.]—I would like to suggest that it would avoid many accidents if motorists realized the danger of driving at high speeds on country roads *too close* behind the car in front. This practice seems to have increased very much of recent years.

I live near the London to Exeter road, and I watch cars going by and constantly see one car following close behind another at speeds of 50 m.p.h. and more when no other traffic is in sight and the whole road is clear both ways. Obviously, if the front car has to make a sudden stop, the following car cannot avoid banging into it. I saw an accident caused this way; a motor cyclist suddenly came out of a side road, the front car stopped suddenly, the car behind crashed into the back of the front car, and a third car behind into the back of the second.

Of course, I understand that in towns at speeds of 15 to 20 miles per hour cars must close up to save space, but on empty country roads at high speeds there is no need to close up when there is nothing else about. If I see a car too close behind me when I am driving, I always signal that I am ready to be overtaken, and gradually slow down until he does so.

Sherborne, Dorset. RICHARD P. WHITE.

A CIGARETTE CASE

It Has Been Found, Not Stolen!

[65071.]—On Sunday, July 26, one of our assistants found a cigarette case on our forecourt. It is, I think, a unique one and probably is of some sentimental value to its owner. We shall be glad if you can make public this fact, as we should like to return it to its owner. Upon a description being sent to us, we will return it immediately to its rightful owner.

Yeoman Garage, Bearsted, Kent. F. W. GROUT.

CONFISCATED DUST-CARTS?

Another Cause of Nervous Tension

[65072].—It is all very well suggesting confiscation of motor cars but it does not meet the case at all, and is in fact likely to increase the nervous tension inevitable when using the roads.

There was an accident outside my house today in which a corporation refuse lorry and a motor cyclist were involved, yet neither hit the other and only the cyclist was hurt. At this particular point, preparatory measures had been taken before the war to widen and straighten a narrow road. The land on one side was acquired and the hedge removed, thus opening out the view and enabling drivers when in certain positions to see across the bend, which gives a false impression of safety.

As drivers draw nearer together they disappear from each other's view, and right on the bend there is a private drive on one side and a farm entrance on the other.

On the opposite side to the drive is a lane, and drivers coming out of it do not get a clear view across the bend at any point and are also hidden from drivers coming from their left who a moment before were able to see right across the bend.

There have been several accidents here, and the reason is the conditions that exist. Confiscation of cars or dust-carts will not improve matters, and threats of confiscation will only give drivers the jitters. GEOFFREY BANKS.

Barr Beacon, Staffordshire.

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SERVICE VIEWPOINT

Rapid Reciprocations

THE case of a piston crown which had parted company with its skirt recently set me thinking about what is asked of the poor piston in modern engines; what a life! I know that most of us think, when we think about it at all, that the function of the piston is to stop the gas going down and the oil coming up, but what a lot of subsidiary duties it has to perform, and under what conditions of stress. In a small modern engine, I calculate that the piston spends some of its life travelling at speeds approaching 35 m.p.h., and stopping and restarting several thousands of times per minute. As if that were not enough, its temperature may get up to 250 deg C, so really there is little wonder that pistons do occasionally give up the unequal struggle, as in the case under review.

The industry has learnt a good deal about piston design this last decade, and much knowledge has come from aircraft practice. I remember one particular case in which it was eventually discovered that detonation was being caused by the piston crown being too light to keep cool, and an increase of only 1.5 mm on the crown thickness cured the trouble. The piston designer's lot would be much easier if he did not have to contend with the difficulties of heat transference, for it is this consideration which has largely prevented the success of using composite pistons where the ring grooves have been made from cast-iron or other hard wearing metals. If top ring-groove wear could be substantially reduced, pistons would last considerably longer, but when it is remembered that the piston can be kept cool only by shedding its heat through the rings to the cylinder, the snags of inserted cast-iron grooves will be obvious. This is a major problem, owing to the often drastic consequences of piston failure.

Cooling Queries

I AM politely taken to task by a gentleman who questions the wisdom of my recent recommendation to raise the temperature of the cooling water to nigh-boiling. He points out that, in his case, any efforts in this direction brought on excessive pinking, harsh running and general unpleasantness, and I am grateful to him for raising the point, which I ought to have mentioned. The manifestations he mentioned are symptomatic, not of *general* overheating, but of *local* overheating, and present a further side to the picture. It is always unfortunate when local overheating is present in a generally overcooled engine, for any rise in general temperature will invariably produce a much multiplied rise in some local temperatures. Naturally, the things which suffer most from local heat are the exhaust valves and the plug points, and the only remedy is to take off the head and set about removing the "hotspots." If satisfactory thermal conductivity from the valve heads, plug points, and combustion chamber generally can be achieved, I claim that there is no reason at all for running an engine below 90-95 deg C.

It will be obvious that, with valves and plugs reaching temperatures of 500 to 800 deg C, heat flow must be rapid and perfect so that as much temperature as possible is lost during the "resting" strokes. If such conductivity is, or can be made, a feature of the engine, it surely cannot be wrong to raise the temperature of the water a mere 20 to 25 deg C, and, in fact, if it were not for the phenomenon that water happens to turn into gas at the particular temperature of 100 deg C, there would be no need for us to regard "boiling point" as any sort of a criterion.

Ammeter Miss

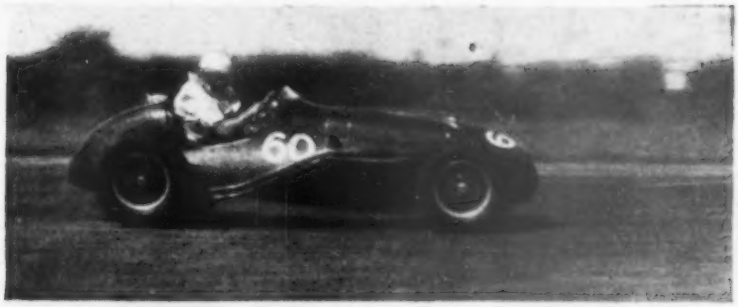
THE story of this job only goes to show that, in fault location, no amount of inspired, snap diagnosis can beat the time-honoured, step-by-step process of elimination. The trouble was an intermittent misfire which would appear quite without warning, when the engine was hot or cold, when the weather was wet or dry, after a long or short run, and in general, at the most unpredictable and exasperating moments. After several hours of hard work, we had got no further than finding that when the trouble *did* briefly appear, the high tension spark died momentarily; we had failed, however, to bring about another spell of the trouble which would have enabled us to see if the primary current was similarly affected. Of course, as in all such cases of intermittent trouble, the fitting of a new coil, condenser, contacts, or plugs provided no immediately useful information, for the car would often behave itself for days, and sometimes weeks on end. After a lot of worrying, the owner came up with the only worthwhile clue; on one occasion the trouble had occurred when he was using the horn, and the misfire had been accompanied by a strange, strangled horn note instead of the strident "peep" to which he was accustomed. Furnished now with proof that the main wiring was at fault, we rewired from the battery onward everything which connected to the auxiliaries, only to have a recurrence of the fault within the hour. This time, we had time to get a test lamp on to the system, and found a dithering circuit through the ammeter. One of the coil ends had vibrated loose from its soldering inside the instrument, and was contacting when it felt so disposed. The labour bill was a shocker, but the client, mercifully, was so relieved that he paid up with a smile. It all goes down in the mental notebook, and we shall know next time, benefiting both ourselves and the customer—whoever he may be. Electrical faults such as this are undoubtedly the most exasperating of all and can often lead to serious misunderstanding between service agent and customer. Fortunately they occur infrequently.

Voltage Regulation

WE have been called upon many times to undertake conversions from field-resistance charge regulation to automatic voltage regulation, and since there seems to be so much confusion in the minds of motorists about this very simple operation, perhaps the instructions for the job may be welcomed. First of all, to convert a three-brush dynamo to a two-brush model, it is necessary only to remove the third (adjustable) brush completely, and connect the lead from the field coil down to earth; the terminal on the earth brush is the most convenient place. So far as the connections to the regulator box are concerned, the two leads from the dynamo, D pos, and F, should be connected to the usual D and F terminals on the box, and that completes the charging circuit to the regulator.

Probably the confusion arises from people wondering what to do with the F1 and F2 wires which were connected to the original resistance box, and the simple answer is that they should be cut off short and forgotten, for they were meant only to be connections from the "Summer and Winter Charge" switch to the full and half positions of the field resistance, and are thus no longer required. The rest of the wiring connections are quite simple, and the only difference is that there are more connections on the regulator box than on the older resistance box, and that many auxiliaries such as Trafficators, horns, stop lamp, and so on, can be wired to work only with the ignition switch "on," by connecting them across the Aux IGN fuse at the A4 and A3 terminals. Although most regulator boxes are made to work with positive earth systems, they seem to be equally happy with the older negative earth, but if it is desired, the polarity of the whole system can easily be reversed.

TUNESMITH.



H. H. Gould (Cooper-Bristol) drove well to finish second in the formula 2 race at Thruxton. Here he is seen coming down to earth again after taking the bump on Paddock Bend.

PROVISIONAL RESULTS (lap distance 2.75 miles)

Sports cars (15 laps each):

Up to 1,200 c.c.: 1, Lotus 1,098 (A. C. B. Chapman), 33m 41s, 68.76 m.p.h. (14 laps covered); 2, Riley 1,089 (I. D. L. Lewis). **1,201-1,500:** 1, Riley 1,496 (D. B. Beauman), 33m 28.8s, 74.12 m.p.h.; 2, Cooper-M.G. 1,496 (F. C. Davis); 3, M.G. 1,467 (P. D. Gammon). **Over 1,500:** 1, Jaguar XK120C 3,442 (J. R. Stewart), 32m 11.8s, 77.07 m.p.h.; 2, Frazer-Nash 1,971 (M. L. Currie); 3, Jaguar XK120C 3,442 (J. Lawrence).

Racing Cars:

Formula 2 (20 laps): 1, Connaught 1,960 (A. P. R. Rolt), 41m 15s, 80.2 m.p.h.; 2, Cooper-Bristol 1,971 (H. H. Gould); 3, Cooper-Bristol 1,971 (J. H. Walton). **Formula 3 (20 laps):** 1, Staride-Norton (J. Coombs), 43m 24s, 76.24 m.p.h.; 2, Cooper-Norton (D. F. Truman); 3, Kieft-B.S.A. (W. Nicholson). **Formula libre (30 laps):** 1, Connaught 1,960 (A. P. R. Rolt), 1h 0m 32.8s, 82.07 m.p.h.; 2, Cooper-E.R.A. 1,980 s (P. D. C. Walker); 3, Jaguar XK120C 3,442 (J. R. Stewart). **Fastest lap (record):** Rolt, 1m 58.4s, 83.64 m.p.h.

Thrills at Thruxton

LONG EVENTS AT HOLIDAY MEETING

A. R. P. Rolt won two events at Thruxton in his Connaught.

ONCE more the Bristol club have been lucky in the weather for their major race meeting, for on August Bank Holiday the sun shone at Thruxton, near Andover in Hampshire, a gentle breeze blew across the circuit, and conditions could hardly have been bettered. And this happy state of affairs was reflected in the presence of a very large crowd in holiday mood, who saw some excellent racing, stayed right until the end, and then obediently drove away on their various homeward routes in accordance with the detailed traffic instructions issued over the loudspeakers.

If there were a criticism of the afternoon's programme of races, then it would be that on the whole the events were too long. The initial couple of sports car races were each run over 15 laps (41½ miles); the formula 2 and formula 3 races over 20 laps (55 miles), while the final *formule libre* event occupied 30 laps (82½ miles). Ten laps would have been about right for the sports car races; 15 for the racing car events, with perhaps an extension to 20 for the main and final race. As it was, through no fault either of the competitors or the organizers, many of the races became processions long before the full distance was reached.

The first sports car event was run concurrently for two classes, those up to 1,100 c.c. and those up to 1,500 c.c. The former resulted in a Lotus victory, first being the designer and constructor, A. C. B. Chapman; two other Loti were well up, although second place was adjudged to go to I. D. L. Lewis' Riley. In the 1½-litre class there was another Davis-Gammon-Beauman battle, Beauman's ex-Hawthorn Riley scoring from Davis' Cooper-M.G.; unfortunately, Riseley-Prichard's *disco volante* Cooper-Riley caught fire, the driver being slightly burnt and cut. In the unlimited sports car race the *Ecurie Ecosse* scored, Jimmy Stewart winning in his Jaguar XK120C; the second similar car of the stable, driven by J. Lawrence, lost second place to Currie's Frazer-Nash on the finishing line as a result of a wild and inexplicable slide in the finishing straight.

Tony Rolt had little difficulty in winning the formula 2 race in R. R. C. Walker's Connaught, although H. H. Gould hung on manfully in his newly acquired Cooper-Bristol. The formula 3 battle went equally easily to John Coombs' Staride, although T. J. Clarke's C.B.2 went extremely well to lead for the first few laps. Don Truman broke a run of bad luck to take second place in his Cooper, while motor-cyclist Bill Nicholson (Kieft, powered by a B.S.A. twin-cylinder engine) successfully harried I. L. Bueb (modified Arnott, appearing in the programme as a "Bueb R. Not") until the latter blew up a few laps before the end.

Fuel Trouble

Finally came the *formule libre* event. Some confusion was caused before the start by the fact that several entrants found that they had insufficient fuel of the right type, and the fuel companies present were unable to supply. But all was eventually sorted out, although some cars were running on a peculiar blend, and off they all went. This, too, was a Rolt-Connaught benefit, but Peter Walker was never very far behind him in the Cooper-E.R.A., sliding happily about on all the corners and leaping mightily on the bumps at the back of the circuit. Cliff Davis, unfamiliar in the ex-Whitney Straight Maserati of L. W. Boyce, held second place for some laps until the exhaust pipe fell off and the paintwork caught fire; Geoff Richardson spun the R.R.A. on the first corner of the first lap in heart-stopping fashion, and the 2-litre Turner went well for ten laps in Jack Fairman's hands until valve trouble intervened. Jimmy Stewart brought the Jaguar home in third place; but nobody could get near Rolt, who set up a new lap record in the process in spite of the fact that the course has been made slower through modifications to the straight and the hairpins. A good finale to an excellent day's sport.

RECORD CROWD AT BRANDS HATCH

THE 50,000 people who made their way to Brands Hatch stadium on Monday were provided with a well-organized and varied programme of first-class sport. The Bank Holiday atmosphere was predominant throughout and as heat I of the August Sprint race received the starter's flag the vast crowd settled down to watch despite the flood of latecomers. R. G. Bicknell (Erskine Staride) proved that he was fully recovered from his accident at Crystal Palace and won the heat easily from J. Russell at a speed of 68.22 m.p.h. Harold Daniell took third place and I. E. Raby was fourth.

The results were given out amid the roar of the heat 2 entries and almost without delay the Union Jack was again dropped. L. Leston (Leston Spl.) leapt ahead of R. Brise and V. P. Labrum and proceeded to build up a substantial lead. By the end of lap three the field had formed finishing order and Leston was still leading easily from R. Brise, D. H. Gray and N. Berrow-Johnson who drove his Martin into a well-deserved fourth place. The single-cylinder-engined Volpini entered and driven by F. Antonelli of France put up a commendable performance but was unplaced.

The maroon Kieft of D. Parker provided the warhead of the explosive pack which led heat 3. Parker drove magnificently and was never seriously challenged by D. Taylor who had to content himself with second place. H. W. Walker and L. Lewis-Evans battled grimly for third place and although a final burst of speed seemed to carry Walker over the line a

RECORD CROWD AT BRANDS HATCH

—continued—

few feet ahead of Evans the latter received third place after an amending announcement. P. A. Taylor's Arnott caught fire in lap 2 and was towed to the pits—foam flecked and scorched.

The ten-lap final following heat 4 was a highlight of the meeting. D. Parker, S. Lewis-Evans, and R. Bicknell were off to an excellent start pursued closely by Leston, Headland and Russell. Headland took to the grass in lap 1 and was left behind. Midway, the positions were unchanged and Parker took the chequered flag, an easy winner at a speed of 70.37 m.p.h. S. Lewis-Evans was second and R. Bicknell a confident third.

The *Daily Telegraph* challenge trophy race, run in four heats of 10 laps each, started on time at 3.04 p.m. D. Parker made an impressive reappearance in Heat 4 by winning easily from Taylor, Berrow-Johnson and I. Burgess at a speed of 70.73 m.p.h. Parker led all the way in an unblemished drive.

Few spectators were willing to name their favourite for the final although the word Parker seemed already to be echoing through the valley amid the strains of the interval music provided by the band of the Corps of Royal Engineers.

A race for pre-1914 racing cars followed and provided light entertainment of the best kind. J. Sears drove his 1914 T.T. Sunbeam into first place and Dr. Taylor's immaculate 1912 Rolls-Royce was second. Lord Charnwood was fifth in a 1911 Delage and the delighted crowd watched the crackling Itala of Dr. G. A. Ewen roar home seventh.

The last race of the day was the final of the *Daily Telegraph* International Trophy Race and consisted of 40 laps. Parker's victory was never in doubt and he drove magnificently all the way. After winning at a speed of 70.42 m.p.h. he accepted the trophy from Mr. G. P. Simon, general manager of the *Daily Telegraph*, and did a lap of honour amid the cheers of a very well satisfied crowd.

D. Parker completes a faultless 40 laps to win the *Daily Telegraph* International Challenge Trophy for the second time.

RESULTS
Lap Distance 1 mile

August Sprint (7 lap heats, 10 lap final): Heat winners: Staride (R. G. Bicknell), 68.22 m.p.h.; Leston Spl (L. Leston), 67.71 m.p.h.; Kleft (D. Parker), 70.00 m.p.h.; Cooper (S. Lewis-Evans) 68.62 m.p.h. **Final:** 1, Kleft (D. Parker), 8m 31.6s, 70.37 m.p.h.; 2, Cooper (S. Lewis-Evans); 3, Staride (R. G. Bicknell); 4, Leston Spl (L. Leston); 5, Cooper (J. Russell); 6, Kent-Smith (G. G. Smith).

Past racing cars (5 laps): 1 Sunbeam (J. Sears); 2, Rolls-Royce (Dr. W. A. Taylor); 3, Hutton (R. Barker); 4, Rolls-Royce (John Bolster); 5, Delaze (Lord Charnwood); 6, Sunbeam (Sir F. Samuelson); 7, Itala (Dr. G. A. Ewen).

Daily Telegraph Trophy (10 lap heats, 40 lap final): Heat winners: Leston Spl (L. Leston), 68.65 m.p.h.; Kleft (D. Parker), 70.37 m.p.h.; Staride (R. Bicknell), 68.52 m.p.h.; Cooper (S. Lewis-Evans), 69.52 m.p.h. **Final:** 1, Kleft (D. Parker), 34m 4.6s, 70.42 m.p.h.; 2, Leston Spl (L. Leston); 3, Cooper (S. Lewis-Evans); 4, Martin-Headland (C. D. Headland); 5, Cooper (G. Wicken); 6, Emeryson (P. Emery); 7, Cooper (P. Drummond); 8, Martin (N. Berrow-Johnson).

CLUB SNETTERTON

LAST Saturday the West Essex C.C. held a pleasantly informal members-only race meeting at Snetterton circuit, near Thetford in Norfolk. In the programme of short-distance handicap and scratch races for saloon, sports, formula 3 and *formule libre* cars, there were many closely fought duels and exciting incidents; the hero of the day, however, was C. M. Clairmonte, whose Lea-Francis-engined Clairmonte scored two first places and one second, soundly trouncing Davis' Cooper-M.G. and Gammon's M.G. in the 1½-litre sports-car scratch race. Hazel Dunham drove her rally Rover well to finish second in the saloon car handicap; Wyatt's very stripped Frazer-Nash sports car went well, and Leslie Marr scored an easy victory in the racing car event in his Connaught.

RESULTS
Lap distance 2.71 miles

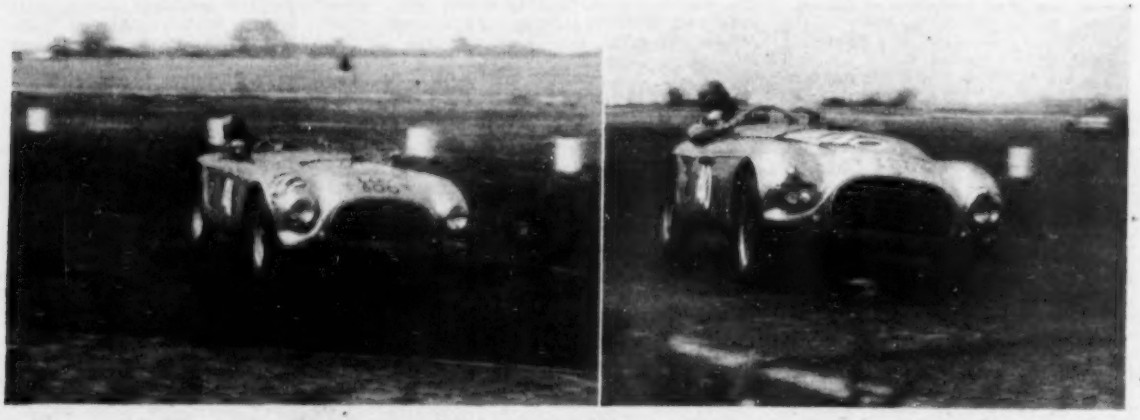
Handicap races (5 laps each). Saloon cars: 1, Aston Martin 2,580 (P. A. Everard), scr., 13m 11.6s, 72.36 m.p.h.; 2, Rover 2,105 (Miss Hazel Dunham), 1m 30s handicap, 13m 17.2s; 3, Vauxhall 2,275 (E. F. Thurston), 1m 40s, 14m 6.8s. **Sports cars:** 1, Clairmonte 1,496 (C. M. Clairmonte), 1m 0s, 12m 27.6s, 73.90 m.p.h.; 2, Lotus 1,099 (P. A. Desoutter), 1m 45s, 12m 39.2s; 3, Tojeiro 1,496 (C. Sears), 45s, 12m 40.2s.

Sports cars, up to 1,500 c.c.: 1, Lotus 1,099 (P. A. Desoutter), 1m 45s, 12m 37.2s, 68.24 m.p.h.; 2, Clairmonte 1,496 (C. M. Clairmonte), 45s, 12m 40.2s; 3, M.G. 1,467 (T. W. Dargue), 45s, 12m 44.4s. **Over 1,500 c.c.:** 1, Healey 2,443 (C. A. Brooks), 1m 15s, 10m 55.6s, 74.36 m.p.h.; 2, Frazer-Nash 1,971 (B. Wyatt), 30s, 11m 2.4s; 3, Allard 5,420 (P. Woozley), 30s, 11m 2.8s.

Scratch Races. Sports cars, up to 1,500 c.c. (5 laps): 1, Clairmonte 1,496 (C. M. Clairmonte), 10m 41.8s, 75.72 m.p.h.; 2, Cooper-M.G. 1,467 (C. Davis), 10m 45.2s; 3, M.G. 1,467 (P. D. Gammon), 10m 50s. **Over 1,500 c.c. (5 laps):** 1, H.W.M. 3,442 (O. Moore), 10m 7.4s, 80.01 m.p.h.; 2, Frazer-Nash 1,971 (B. Wyatt), 10m 9s; 3, Allard 5,420 (P. Woozley), 10m 19.4s.

Racing cars, formula 3 (7 laps): 1, Cooper (J. Russell), 14m 34.6s, 77.8 m.p.h.; 2, Smith 500 (K. Smith), 14m 40.4s; 3, Martin-Headland (C. Headland), 15m 14.4s.

Formule libre (7 laps): 1, Connaught 1,960 (L. Marr), 14m 12.8s, 79.79 m.p.h.; 2, Frazer-Nash 1,971 (B. Wyatt), 14m 28s; 3, Allard 5,420 (P. Woozley), 14m 28.2s.



The two well-known sports cars, with Ferrari-style bodies, driven by F. C. Davis, were both in action at Snetterton last Saturday. On the left, LOY 500 (the Bristol-engined Tojeiro), and on the right JOY 500 (the M.G.-engined Cooper); the angle of drift round the second half of the S-bend was considerable in both cases!

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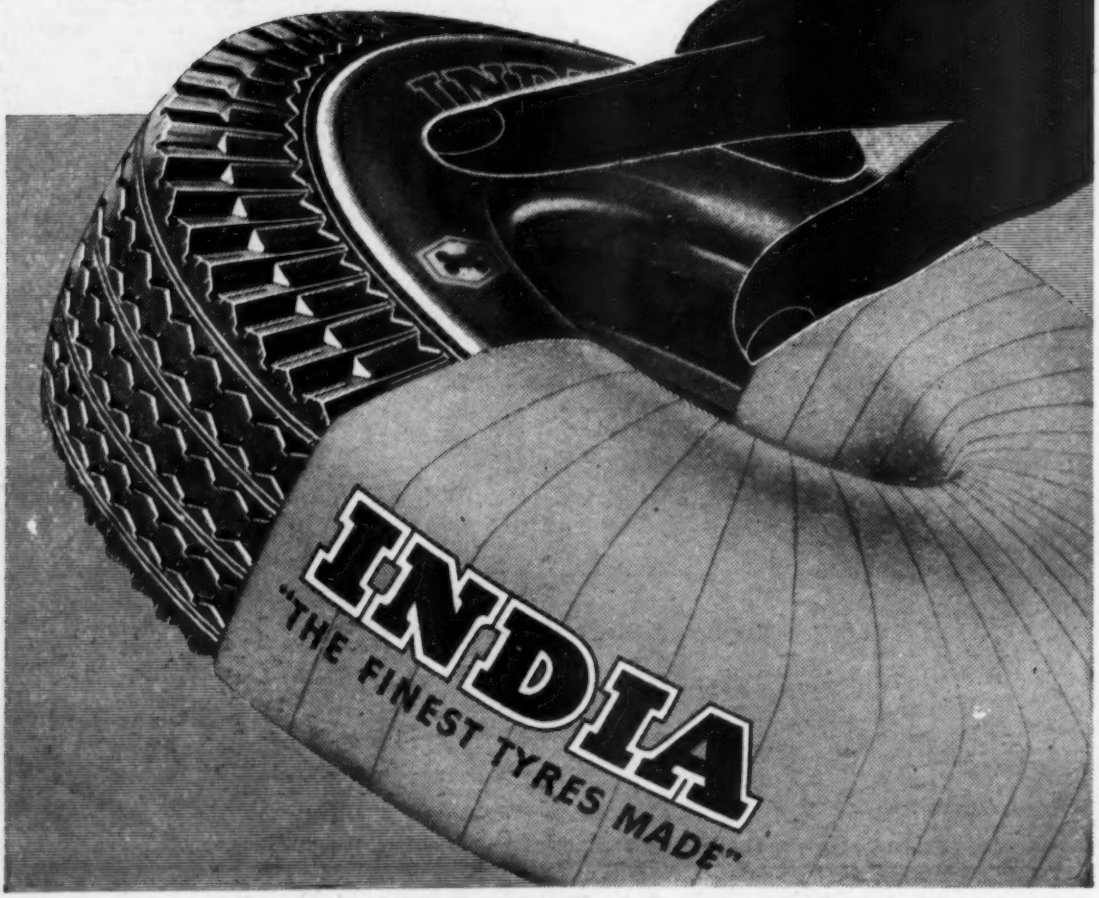


THE SPORT

by

J. A. Cooper

H.R.H. the Duke of Edinburgh inspects an Aston Martin DB3S at Goodwood last week. With him are John Wyer (left) and David Brown (right).

GRAND PRIX PROSPECTS ● TOURIST TROPHY ● LISBON RALLY

IT still seems that Ferrari has the edge on Maserati in the Grand Prix field, although only just. This particularly applies on circuits in which roadholding and acceleration play a large part in success; in maximum speed the Maserati is probably at least the equal of its rival. For this reason, the Italian G.P. at Monza in September is likely to be a very close-fought battle; at Berne, on that difficult circuit on which the Swiss G.P. will be held on August 23, the Ferrari will in my opinion be unbeatable—mechanical trouble and other variable factors being disregarded, of course.

At the Nurburgring last Sunday victory went to Farina, which makes a change, for he has not had very much luck in G.P. racing this year. Hawthorn again drove a fine race, and is certainly justifying his place in the Ferrari team; Fangio will soon earn the old-established nickname of "the eternal second" if his present run continues—this is the third Grand Prix in succession in which he has occupied that position. Moss, too, had a better run than for some time, still using the Alta engine, though in a new Cooper chassis.

All the Bank Holiday events in this country went off well, and it is noticeable that the standard of organization of race meetings generally has improved considerably in the course of the last year or two. This, of course, is a natural result of the frequent recurrence of meetings at the established venues.

PREPARATIONS for the Tourist Trophy race, to be run on the Dundrod circuit in Northern Ireland on September 5, continue apace, and it is hoped that the race will recover some of its former glories. This year it is being organized for the R.A.C. by the Ulster A.C., and, as it is one of the events counting towards the world championship of sports cars, the length has been increased: the race will run for approximately nine hours, starting at 9 a.m. and finishing around 6 p.m. Entries do not finally close until August 15, but already works teams have been promised by Jaguar, Aston Martin, Frazer-Nash, Kieft, D.B., Gordini, Porsche, Ferrari and Stanguellini. It is hoped that Alfa Romeo and Lancia will also participate, while many private owners will also make up the lists, and it seems very probable that the maximum of 54 cars will take part.

Practice periods will be from 4 to 7 p.m. on Thursday, September 3, and 2 to 5 p.m. on Friday, September 4. Already special trips are being discussed, as it is certain that many enthusiasts will want to cross from the mainland to see this race. Recent improvements to the amenities of the circuit include proper roads into all the car parks, and from all but two of these it will be possible to leave and return during the course of the event. If the weather can be persuaded to smile, this should be a magnificent spectacle.

ONE of America's major road races is out of the running this year. The International Grand Prix of Watkins Glen has been cancelled. This is a pity, for not only was it one of the few genuine road races that remain on the international fixture list, but it has also been an annual event for five years. At the beginning of this year, the New York State Commissioner of Public Works stated that a permit for the use of the traditional course would not be granted this year. This is, in part, a result of the incident that marred the race last year. Unfortunately, an alternative course suitable for the event has not been found.

THE International Motor Rally of Lisbon (October 14 to 19) is one that must tempt many British rally addicts. Run in the late autumn, when this country has given up its watery summer for an equally aquatic winter, the route leads tantalizingly through some of the loveliest of French and Spanish country, to its ultimate seaside destination of Estoril, in Portugal. This is the final event on the international calendar qualifying for the touring championship of Europe.

The starting point in this country is from London; but there are many others scattered across Europe — Amsterdam, Berne, Brussels, Frankfurt, Lisbon, Madrid, Milan, Monte Carlo and Porto. Apart from the high standard of driving required in this rally in its own right, it is also an excellent pre-Monte Carlo event. The scheduled average speed for competitors between controls is 31.07 m.p.h; there will also, of course, be special sections en route. On arrival at Estoril, on October 17, competitors have to go through an acceleration and braking test; and on the following day the 50 competitors having lost the least number of marks undertake a speed-regularity test, which starts from the Casino, and zig-zags through the streets of Estoril.

The Automobile Club of Portugal have made the rally more sporting this year; it is certainly a worthwhile challenge to British cars and enthusiasts. Touring cars are eligible for entry, in the following classes: up to 750 c.c., 751 to 1,300 c.c., 1,301 to 2,000 c.c., 2,001 to 3,000 c.c., over 3,000 c.c. Entries close on August 15; A.C. de Portugal, Rua Rosa Aranjo 24, Lisbon.

IN September, it will be a year since Ken Wharton reduced the record for Prescott to 43.70s, in his supercharged 996 c.c. Cooper-J.A.P. The hill's surface for the spring meeting this year was slightly damp, so it was a no-record day. However, given fine weather on September 20, competitors will take up the glove again. Regulations are now out for this international meeting. Apart from the normal sports and racing car classes, the final round of the B.O.C. 500 c.c. hill-climb championship will be resolved; there is also a handicap class for Bugattis. The following sports cars are eligible: up to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to

THE SPORT . . . . . continued

3,000 c.c., over 3,000 c.c. The racing car classes are: formulæ 1, 2, 3, and *libre*. A prize of £50 and the Birkett Challenge Cup are awarded for f.t.d. The fastest time recorded by a formula 2 racing car, with four or more cylinders, wins £50 and the Staniland Trophy.

Owing to the popularity of Prescott among competitors, the Bugatti O.C. is limiting the entry to 100. In addition to the competitive runs, the Le Mans winning Jaguars will make an ascent of honour as will the new Triumph sports car. Entries close on Tuesday, September 1; these should be sent to L. J. Roy Taylor, Cherrytree, Aston, Market Drayton, Shropshire.

THE Goodwood nine-hour sports car race, on August 22, has attracted an excellent entry, and should be every bit as good as, if not better than, last year's edition. Starting at 3 p.m. and finishing at midnight, the race presents a unique spectacle as far as races in this country are concerned, capturing something of the atmosphere of the Le Mans event. All applications for stand reservations and advance bookings should be made immediately to the B.A.R.C., 55, Park Lane, London, W.1; telephone number Grosvenor 4471-2.

ENTRIES

Over 2,000 c.c.: Jaguar XK120C (W. Lyons—3 cars; Ecurie Ecosse—2 cars; T. H. Wisdom); Aston Martin DB3S (David Brown—3 cars), DB3 (T. W. Meyer); Gordini (Automobiles Gordini); Austin-Healey (D. M. Healey); H.W.M. (H.W. Motors); Allard (R. A. Page). **Reserves:** Aston Martin DB2 (N. H. Mann); Allard (A. M. H. Bryde); H.W.M. (O. Moore); Jaguar XK120C (J. B. Swift), XK120 (D. S. Boston).
Under 2,000 c.c.: Frazer-Nash (A.F.N., Ltd.—3 cars; H. A. Mitchell; J. C. Broadhead; J. R. Stoop); Tojeiro (F. C. Davis); Bristol (T. A. D. Crook); Cooper-Bristol (J. Coombe; R. J. Chase); Kleft (Kleft Cars, Ltd.); Porsche (P. W. S. Pope—2 cars); H.R.G. (D. M. D. Blakely); M.G. (R. W. Jacobs). **Reserves:** Lester-M.G. (G. A. Ruddock); Kleft (C. P. Hazelhurst); Frazer-Nash (W. B. Black; S. G. Greene); Tojeiro-M.G. (Revis Motors).

AS President in Chief of the British Racing Drivers' Club, H.R.H. the Duke of Edinburgh plays an important part in this country's motor racing activities. While staying at Goodwood House for horse race week, the Duke visited the motor racing circuit at Goodwood, where he watched some of the British cars that competed in the 1953 Le Mans 24-hour race. He was driven round the course by the Duke of Richmond and Gordon in the latter's Bristol, and pulled up at the pits, where the Le Mans winning Jaguar, the Aston Martin DB3s, Allard, Frazer-Nash, Austin-Healey, and Bristol were lined up for a Le Mans style start. With the cars were W. Lyons, David Brown, Sydney Allard, H. J. Aldington, Donald Healey and George White. Racing drivers present were A. P. R. Rolt and Duncan Hamilton, co-drivers of the victorious Jaguar, Reg Parnell, Jack Fairman, Peter Wilson, and Tommy Wisdom.

After the Duke had been introduced to each in turn, and discussed with them technical developments, racing experiences, and the ticklish question of the effect that racing prestige has on the export of sports cars, the cars put in practice laps. His Royal Highness watched the cars from the control tower, and from the *chicane*. During the afternoon, he came back to see the official Aston Martin team practising for the international nine-hour race.

COMING SHORTLY

AUGUST 8.—Ulster A.C. Hill-climb, Craigantlet, Co. Down.
8.—Mid-Cheshire M.C. Members' meeting, Oulton Park, near Tarporley, Cheshire, 2 p.m.
8.—Nottingham S.C.C. Race meeting, Silverstone, Northamptonshire.
8.—Hants and Berks M.C. Speed hill-climb, Great Auclum, Burghfield Common, near Reading, Berkshire, 2.30 p.m.
9.—Freiburg hill-climb, Germany.
9.—Sables d'Olonne formula 2 race, France.
15.—Winfield J.C. International race meeting, Charterhall, Berwickshire, 11 a.m.
15.—Aston Martin O.C. St. John Horsfall race meeting, Silverstone, Northamptonshire, 11.30 a.m.
15-16.—Pescara formula 2, and 12-hour races, Italy.
16.—Grenzlandring races, Germany.
16.—La Baule races, France.
16.—Circle C.C. Social run, Pantiles Tea Barn, Bagshot, Surrey, 6 p.m.

IT now seems that Gonzalez' injuries, received as a result of his crash in a Lancia during practice for the Portuguese G.P., included a slipped disc or some other injury to the spine. As a result, he will be out of racing for the next three months or so, with his back in plaster.

THIS year's Tour de France—the automobile version, not the fantastic concourse of racing pushbikes which assails the unsuspecting tourist from time to time on the roads of France—is scheduled to take place from September 5 to 13, and should be the best yet. Some details of the route, which in all measures 3,660 miles, were given in the issue of *The Autocar* of July 10. The tour does, in fact, go all round France, starting and finishing at Nice. But it is the special tests which look particularly devastating; the majority of them are straightforward acceleration (and sometimes braking) affairs, but there are three timed hill climbs, and the third of these, which takes place right at the end when brakes and drivers are a bit tired anyway, is a four-mile affair up La Turbie, that famous declivity outside Monte Carlo. And then, to cap it all, the last test is a real road race, 63 miles long, round a mile-and-a-half circuit in Nice itself, which should be productive of a good deal of incident, to say the least. Application for entry must be made by 6 p.m. to-morrow night (August 8), to the Secretary of the Tour de France, Automobile Club de Nice et Côte d'Azur, 7, rue Massenet, Nice.

ALTHOUGH, unfortunately, the international Charterhall meeting on August 15 will have little of the international about it—there are only two foreign drivers competing—it should be a good meeting by national standards. Nearly all the "five-hundred" exponents will be there, including Les Leston in his special, Eric Brandon, and Ninian Sanderson; in the formula 2 class, Ecurie Ecosse has entered a Cooper-Bristol and Connaught, and the greatest struggle in the *formule libre* race is likely to be between the two B.R.M.s, to be driven by Reg Parnell and Ken Wharton, and G. Farina, in the Thin Wall Special. Admission charges for spectators (tickets are available at the gate) are as follows: Enclosures, 2s 6d; car parking fee, 10s; motor cycles, 2s 6d; grandstands, £1; transfer to paddock, £1.

AFTER the first meeting on the new Davidstow circuit at Whitsun, which was unfortunately visited by a heavy mist, the Cornwall Motor Racing Association—the pioneers of this project—deserved the wonderful weather they had for their second meeting at this venue, last Saturday. The races were well organized, and Davidstow seems now to have found its feet as a west country circuit. Much resurfacing has been done to improve the course, which is an enjoyable one for drivers and spectators. A new lap record was set up by J. H. Walton, driving his Cooper-Bristol, at 80.72 m.p.h.; fastest lap in a 500 c.c. car was Eric Brandon's Cooper, 77.88 m.p.h. Results are as follows (lap distance 1.85 miles):—

Sports cars, up to 1,500 c.c. (2 heats of 10 laps each, 20-lap final): Heat 1: 1, Cooper-M.G. (E. Brandon), 71.2 m.p.h.; 2, Supermotor (G. Tyrer); 3, Cooper-Riley (J. Riseley-Prichard). **Heat 2:** 1, Buckler Spl (C. D. F. Buckler), 64.66 m.p.h.; 2, M.G. (T. Haig); 3, M.G. (S. J. Broad). **Final:** 1, Cooper-M.G. (E. Brandon), 71.86 m.p.h.; 2, Supermotor (G. Tyrer); 3, Buckler Spl (C. D. F. Buckler).

Unlimited (2 heats of 10 laps each, 20-lap final): Heat 1: 1, Allard (K. Watkins), 75.77 m.p.h.; 2, Frazer-Nash (P. R. Bolton); 3, Frazer-Nash (F. B. Copeland). **Heat 2:** 1, Cooper-Bristol (J. H. Walton), 77.3 m.p.h.; 2, Supermotor (G. Tyrer); 3, Cooper-M.G. (H. H. Gould). **Final:** 1, Cooper-Bristol (J. H. Walton), 79.47 m.p.h.; 2, Frazer-Nash (P. R. Bolton); 3, Allard (K. Watkins).

Formula 3 (2 heats of 10 laps each, 20-lap final): Heat 1: 1, Kleft (D. Parker), 78.26 m.p.h.; 2, Cooper (S. Lewis-Evans); 3, Leston Spl (L. Leston). **Heat 2:** Cooper (E. Brandon), 76.31 m.p.h.; 2, Cooper (D. F. Truman); 3, Martin Spl (N. Berrow-Johnson). **Final:** Cooper (E. Brandon), 75.99 m.p.h.; 2, Kleft (D. Parker); 3, Cooper (S. Lewis-Evans).

THE Sheffield and Hallamshire M.C. is running its annual Rally of the Dams this year on August 29 and 30; this is a closed invitation event, open to members of the London M.C., M.C.C., B.A.R.C., V.S.C.C., Sunbac, M.G.C.C. and Y.S.C.C. in addition to the promoting club. Always an interesting event, it has a 400-mile road section of a varied nature, while navigational, driving and regularity tests are also included; there is, too, the possibility of one or more timed hill climbs. Three starting points: Manchester, Sheffield and Birmingham, finish at Sheffield. Entries limited to 150, closing date August 10; to R. A. Hopkinson, Whitegates, 44, Greenbank Drive, Chesterfield, Derbyshire.

BRIGHTON'S highlight in September is the annual international speed trials along the sea front. Madeira Drive is the ideal setting for the one-kilometre dash, which draws crowds of spectators and competitors each year. On Saturday, September 5, the sports car classes will be run during the morning, and the racing classes during the afternoon.

The classes are as follows:—Sports: B. and H. M.C. members' handicap (unlimited), up to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to 2,500 c.c., over 2,501 c.c. Supercharged: up to 2,000 c.c., unlimited. Bentley D.C.: unlimited. Racing: up to 500 c.c., 501 to 1,100 c.c., 1,101 to 1,500 c.c., 1,501 to 2,000 c.c., unlimited, Vintage. Lady drivers: unlimited.

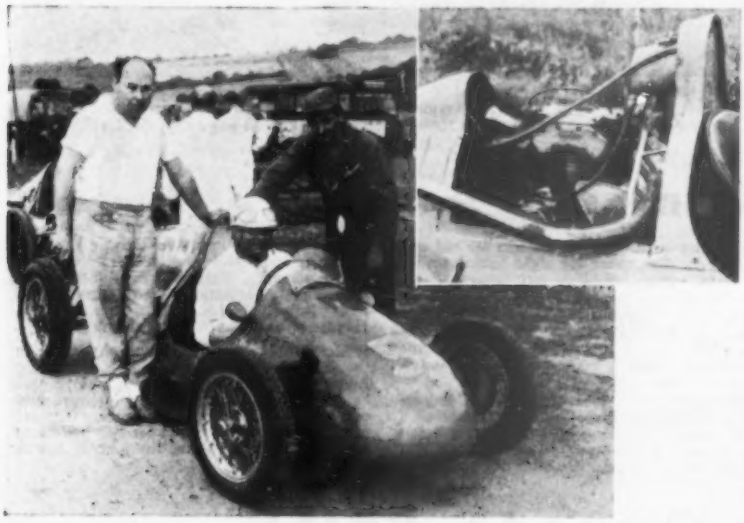
The Club Trophy and £75 are awarded for fastest time of the day. Last year, the 21,000 c.c. Triangle Flying Saucer—a

THE SPORT . . . continued

regular performer at this sprint in the hands of its maker, E. Lloyd Jones—just carried away f.t.d. from runner-up Peter Walker, in the supercharged Cooper-E.R.A.

Entry forms and regulations may be obtained from the Brighton and Hove M.C., 296-298, Madeira Drive Arches, Brighton, 7. Paddock passes, which include admission to the two enclosures adjacent to the start line and with a view of the course, are available to spectators, at 10s each; ordinary enclosure tickets are 5s and 2s 6d.

TWO slight errors have crept into the sporting columns recently; the Kieft in which J. C. C. Mayers won the 2-litre class in the Portuguese G.P. was not a Monkey Stable car, but a works car with Bristol engine. The M.G.-powered version entered by the Monkey Stable finished second in the hands of T. Line. Also, in referring last week to the victory of F. C. Davis in the Brooklands Memorial Trophy contest, I said that he had won it for the second year in succession. Sorry, Oscar Moore—I find that you collected it last year!



One of the two Italian Volpini formula 3 cars which competed at Brands Hatch last Monday is seen here with their French drivers, F. Antonelli (in car) and M. Chazalet. (Inset) The single-cylinder Gilera Saturno engine used in the Volpinis.

CLUB NEWS

Bentley D.C.—There will be a special class for Bentleys in the Brighton and Hove M.C.'s annual Brighton Speed Trials, as already mentioned. Members wishing to compete may obtain entry forms from the Secretary, 296-8, Madeira Drive Arches, Brighton, 7, before August 15. It is also planned to have a race for Bentleys at the B.A.R.C. Goodwood race meeting, on September 12, if sufficient entries are received. Those interested should write to G. C. H. Kramer, 85, Lichfield Court, Richmond, Surrey.

Regulations will be published shortly for the Firle hill-climb, on Sunday, September 27.

An interesting event will be held on September 13, at Mooltan Barracks, Tidworth, Hampshire: a touring rally and gymkhana, organized by the 4th Royal Tank Regiment, consisting of simple manœuvres on four wheels. This is open to all members of the Bentley D.C.

Welsh M.R.C.—Unfortunately, there will be no race meeting at Fairwood this year. The club has been endeavouring to fit its event in somewhere in the calendar, but owing to general overcrowding this has not been possible.

North London Enthusiasts' C.C.—At the annual members' meeting, at Whelpley Hill, near Bovingdon, Hertfordshire, on August 9, there is no outright award to be won; but the entry is divided into classes according to bodywork and engine capacity of the cars. There are five driving tests, starting at 11.30 a.m. Spectators are welcomed. (Entry fee for competitors, 5s; G. Bance, 17, Elms Avenue, Muswell Hill, London, N.10.)

West Hants and Dorset C.C.—The sprint meeting at Ibsley on August 22 has been postponed until October.

Coventry and Warwickshire M.C.—The season for long-distance night rallies is coming round again. The club's annual rally takes place on the night of September 5-6, starting at midnight from Stonebridge, on the Coventry-Birmingham road. Divided into map reading sections over a distance of about 200 miles, the course finishes at Weston-super-Mare with a series of special tests. Entry will be classified by engine capacity; there is a team award. (Regulations and entry forms from Mrs. H. S. Wolseley, 532, Allesley Old Road, Coventry.)

Midland A.C.—Regulations will be out soon for the closed invitation rally, on September 18-19, which is sponsored by the *Birmingham Post*. Starting from Birmingham and finishing in Droitwich, the course will cover about 450 miles, in the Midlands and Wales; there will be four classes: up to 1,300 c.c., and over 1,300 c.c., open and closed. There is a special award for the feminine contingent. Invited clubs: Worcestershire M.C., Sunbac, Coventry and Warwickshire, Hagley, M.M.E.C., N. Staffordshire, Walsall and D. C.C.

Wolverhampton and South Staffs C.C.—A gymkhana and *concours* will be run on August 16 at Wheaton Aston aerodrome, Staffordshire. First event starts at 2.30 p.m.

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1953 (May) **SUNBEAM TALBOT** drophead coupe, 2,000 miles **£1,175**
1952 **HUMBER** Super Snipe Mark IV, overhead valve, radio and heater. Immaculate condition. A unique opportunity to purchase the latest model at a saving of approximately £400 **£1,175**
1953 (Dec. '51) **JAGUAR** Mark VII saloon. 18,000 miles. Chromium-plated Ace perforated discs **£1,450**
1949 **JAGUAR** 3½ litre Mark V saloon, 32,000 miles **£795**
1952 (Aug.) **CITROEN** 15 saloon, 14,000 miles, sun roof **£775**
1951 **RILEY** 2½ litre saloon, 12,000 miles, heater, spare unused **£850**
1949 **RILEY** 1½ litre saloon **£775**
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1938 **RILEY** Big 4 Adelphi saloon **£395**
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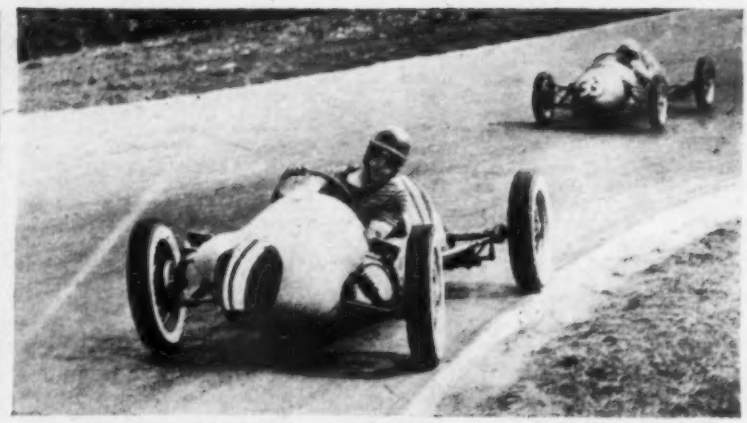

Leston hugs the white line and corners beautifully on his way to win heat 2 of the August Sprint race at the Brands Hatch meeting (report on page 187) D. H. R. Gray (Kieft) is in pursuit.

CLUB NEWS . . . . . continued

After the concours, which caters for old and new cars alike, there are eight driving tests.

W.O. Club.—Two social evenings for members and friends are on Wednesday, August 19, and Sunday, August 23. The first is at the Man at Arms, Bittescombe, Leicestershire, from 7.30 p.m.; the second, at the Antelope Hotel, Cornhill, Dorchester, Dorset, from 7 p.m.

Vintage S.C.C. (Midland).—The Madresfield Rally (September 13), will consist of a *concours d'élégance* and four driving tests; there are two classes, one for vintage and Edwardian cars, and the other for thoroughbred post-vintage cars. In judging the *concours*, emphasis will be placed more on careful preservation than on expensive recent renovation. Regulations and entry forms from Russell Noble, 129, Church Lane, Handsworth Wood, Birmingham, 30.

Fiat 500 Club.—The annual pilgrimage to the Fiat works, in Italy, will be made on August 29. The cars from this country will be flown from Lympne to Le Touquet, and will then be driven across France. Fiat are preparing a royal welcome for the travellers; most of the cars making the journey are of 1937 vintage.

IN BRIEF

Mr. K. Byard, the technical manager in Durban of the Dunlop Rubber Co., Ltd., has become the Dunlop works director for South Africa. He succeeds Mr. A. T. Roberson, now the general works manager at Speke.

Turf Motors of Frizinghall, Ltd., Frizinghall, Bradford, have been appointed the official distributors for M.G. cars within the area bounded by Bradford, Huddersfield, Halifax and Keighley.

The Ferrari which was driven to first place in the Belgian 24-hour race, near Spa, by G. Farina and J. M. Hawthorn, was equipped with Champion sparking plugs.

Turner and Newall, Ltd. have acquired a controlling interest in a Brazilian brake lining company, Industria Nacional de Lonas Para Freio, S.A., on behalf of their subsidiary Ferodo, Ltd., of Chapel-en-le-Frith. It is intended that in due course Ferodo linings will be made at and marketed from the newly acquired factory.

The sales and branch service organizations of the North British Rubber Co., Ltd., of Edinburgh, and the Dominion Rubber Co., Ltd., of London, have been consolidated to give more efficient service and quicker distribution at home and overseas. The North British company is undertaking distribution in the United Kingdom of all products previously handled by the separate sales divisions of the two companies. The Dominion company is taking over the distribution overseas of both companies' products.

In the recent international hill-climb at Bouley Bay, Jersey, Dunlop tyres were used by K. Wharton who, driving a Cooper, made fastest time of the day and a new record for the hill of 52.8 sec.

The new depot at Plymouth of the National Benzole Co., Ltd. has now been opened and the first deliveries have been made from it. It is controlled from the divisional office at Bristol, and the delivery area extends to Dartmouth in the south, Bude in the north and Wadebridge and Fowey in the west.

The associated company of Mantle's Garages, Ltd., at Biggleswade, has been formed to take over all caravan sales and service. The new company is called Mantle's (Caravans), Ltd., and its registered office is at 115, London Road, Biggleswade, Bedfordshire.

At an extraordinary general meeting of Simms Motor Units, Ltd. a resolution was passed that the capital of the company should be increased to £400,000 by the creation of £200,000 additional ordinary shares of 5s each. It was also decided that the sum of £50,000, part of the amount standing to the credit of the company's share premium account, be capitalized.

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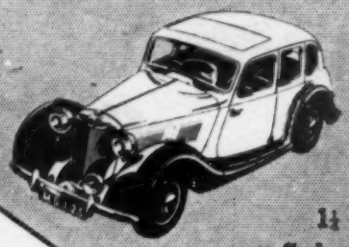
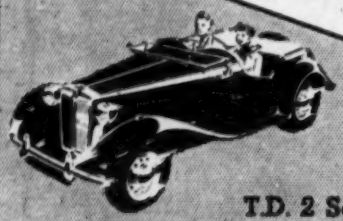


1½ Saloon



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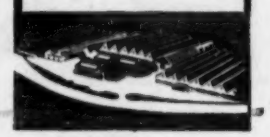

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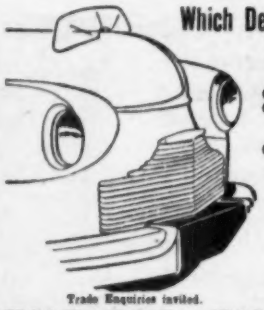

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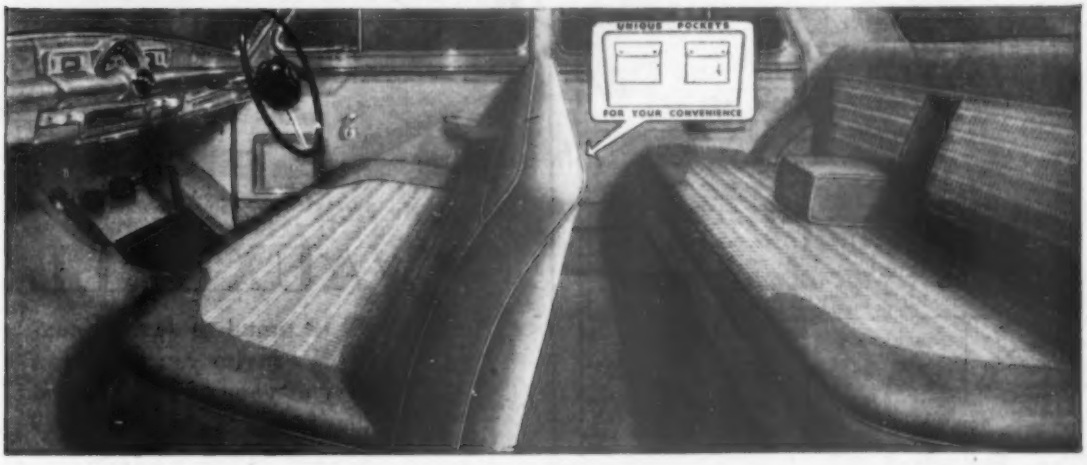

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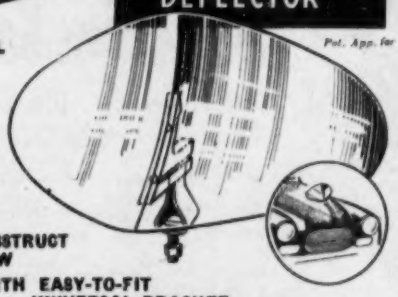

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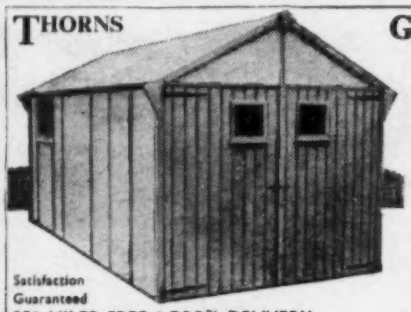

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' **AUSTIN** A.90 Atlantic sal., heater	2,000	£895
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50 **AUSTIN** A.90 Atlantic Convertible, radio, heater	18,000	£625
'51 **AUSTIN** A.125 Sheerline saloon	600	£1,075
'50/' 1 **AUSTIN** A.135 saloon	30,000	£1,025
'53 **BENTLEY** H. J. Mulliner Lightweight, Four door Sports saloon, radio, heater	1,000	£6,450
'50/'51 **CITROEN** Light 15 sal.,	29,000	£595
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'51/'52 **HUMBER** Hawk saloon, heater	12,000	£845

	Mileage	Price
'50 **JAGUAR** 3½-litre Mark V saloon, radio, heater	23,000	£825
'51/'52 **JOWETT** Javelin de Luxe saloon	9,000	£745
'47 **ROLLS ROYCE** "Silver Wraith" Special Phaeton (4-door All-weather) by Freestone & Webb, green with brown leather upholstery	30,000	£2,575
'39 **ROLLS ROYCE** "Wraith" Park Ward Sports saloon, black and grey with beige upholstery	74,000	£1,850
'38 **ROLLS ROYCE** 25/30 h.p. Thrupp & Maberly Landaulette, black with fawn upholstery	63,000	£1,050
'46 **STANDARD** 8 h.p. saloon	23,000	£350
'50/51 **STANDARD** Vanguard saloon	32,000	£545
'53 **VAUXHALL** Wyvern sal.	1,000	£835

PART EXCHANGE **DEFERRED TERMS**

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320, Euston Road, N.W.1
Telephone : EUSton 1212 (Head Office)

AUSTIN HOUSE
297, Euston Road, N.W.1
Telephone : EUSton 1212

16, UXBRIDGE ROAD, EALING, W.5
Telephone : EALing 6600

UPPER MONTAGU STREET
MONTAGU SQUARE, W.1
Telephone : AMBassador 1837

GLOUCESTER HOUSE
150, Park Lane, W.1
Telephone : GROsvenor 3434

WELSH HARP, EDGWARE ROAD
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Telephone : HENdon 6500

382, STREATHAM HIGH ROAD
S.W.16
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The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C.

£395!!! A.C. 1939 16hp Greyhound sports saloon, opportunity to acquire real quality car; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (July) A.C. 2-litre saloon, finished slate grey and chromium with blue leather, a really delightful specimen, one private owner, thoroughly recommended, written guarantee; £895; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., London, W.1. Tel. Langham 0012. [C2005

A.C. Cars Wanted

B. J. HUNTER, Ltd.,
FOR immediate purchase of your A.C.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6305. [W2040

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

ADLER

ADLER 1940 Continental d.h. coupe, 10hp, 4-seater, front and rear independent suspension, 4-speed with steering column lever, rack and pinion steering, a smart, roomy car; £175.—"Gorton House," Chapel St., Blakenhall, Wolverhampton, Staffs. [6924

ALFA-ROMEO

JOHNSON & BROWN offer several Alfa-Romeo cars from stock.—Ringers Rd., Bromley, Kent, 20 minutes Victoria). Ravensbourne 6479 & 2322. [C5049

2.3-litre supercharged foursome drop head by Farina, new 3-position hood and tyres, unused complete specialist engine overhaul; this must be one of the finest condition Alfa cars; £595.
METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

1951 Model Alfa-Romeo, most attractive drop head coupe, by Farina, on the 2.6 chassis, beautiful condition, every extra, low mileage, exceeds 110 mph with ease; offers to—R. S. Mead, Ltd., 42, Queen St., Maidenhead. [6217

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 590 [0214/R

ALLARD

BOON & PORTER, Ltd.

1951 P51 saloon, heater, one owner, 25,000 miles; £575.—Castelfranco, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1062

B. J. HUNTER, Ltd., offer:—

1952 Allard drop head coupe, very low mileage, fitted innumerable extras, including radio, heater, loose covers, etc., superlative condition throughout; £895.

1950 Allard saloon, new tyres and reconditioned engine fitted; £625.

1949 Allard drop head coupe, late property of an enthusiast, really fine order throughout; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6305. [C2040

SWANMORE GARAGE offer:—

1953 Allard saloon, 3,000 miles only; also 1949 drophead 4-str., exchanges or terms a pleasure.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

£495!!!—1950 Allard saloon, P type, silver grey, blue leather, heater, etc., exceptional bargain.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

SALES & WANTS
Turn to page 82 for Advertisement Form

INDEX

	PAGE
Ambulances	74
Auctions, Tenders, Appointments, etc.	82
Axleshafts	78
Batteries, Chargers, etc.	78
Books, etc.	81
Brakes, Cables, etc.	78
Businesses and Property	81
Camshafts	78
Caravan Section	74
Carburettors, Economisers	78
Car Carpets	78
Car Radio	77
Cars for Hire	77
Chromium Plating	78
Clothing, etc.	78
Clutch Units	78
Coachbuilders and Bodies	77
Commercial Vehicles	74
Cylinder Blocks	78
Cylinder Grinding, etc.	78
Cylinder Heads	78
Diesel Conversions	78
Dynamos	78
Electrical Equipment	78
Engines and Accessories	78
Exchange	77
Financial Partnerships, etc.	78
Garage Equipment	78
Gear and Steering Boxes	79
Generating Plant	79
Heaters	79
Hoods, Cellulose, etc.	79
Hotels, Guest Houses, Accommodation, etc.	81
Independent Suspension	79
Insurance	79
Lamps, etc.	78
Loose Covers	79
Machinery and Tools, etc.	79
Magnetos	79
Miscellaneous	79
Mobile Canteens, Kitchens, etc.	74
Motor Cycles for Sale	74
Motor Hearses	74
New Cars	75
Packing and Shipping	78
Parts and Accessories	79
Pistons	80
Portable Buildings and Garages	78
Radiators, Muffs, etc.	80
Repairers, Welding, etc.	80
Roof and Rear Luggage Racks	80
Safety Glass	80
Second-hand Cars for Sale, Wanted and Spares and Service	49-74
Shock Absorbers	80
Situations Vacant	81
Situations Wanted	81
Speedometers	80
Springs	80
Steering Wheels	80
Superchargers	80
Trailers	74
Tuition	78
Tyres and Tubes	80
Wheels, Discs, etc.	81
Windscreens	81

MOTORISTS!
ACCOMMODATION—HOTELS GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE
See page 81

ALLARD

£345—4-seater tourer, 1948, recond. engine, good tyres, extras.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1953 (Feb.) Allard saloon, black/brown heater, 3,500 miles only, taxed; £995.—Clarke & Simpson, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4724. [C1048

£495!!!—1949 model Allard sports saloon, late titled owner, in magnificent condition; the cheapest and best sports saloon ever offered; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

325 gns.—Allard 1948 sports 2-seater, grey, telecontro's very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Allard Cars Wanted

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,
FOR immediate purchase of your Allard.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

J2 wanted for cash.—Valentine 4674, before 10 a.m. [W2018

ALLARD in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

ALLARD 2-4-seater wanted.—Fullest details to Lundegaard, 21, Sandhurst Rd., Gloucester. Tel. Glos. 24582 [6775

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ALLARD 1949-50 4-seater coupe, privately, low mileage, in really good condition.—R. D. Owtram, Woodhall-Shipbourne, Tonbridge, Kent. [6827

ALVIS

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1947-8 Alvis 14hp saloon, extremely good mechanical order, owned and serviced by one enthusiastic owner; choice of two; 539gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BROOKLANDS, Alvis Distributors, new 3-litre.

1953 Alvis sports 2-seater, 750 miles.

1952 Alvis 3-litre saloon, 5,000 miles.

1951 Alvis 3-litre saloon, radio, heater.

1951 Alvis 3-litre drop head coupe, 10,000 miles.

ALVIS cars examined by distributors, saloons and coupes from £1,200.
BUY or sell your car at
103 New Bond St., London, W.1. Mayfair 6851-6. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461/2, offer:

1952 Alvis 3-litre drop head foursome coupe, finished black with beige hood, red leather upholstery, heater, radio, immaculate; £1,325. [C1001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

TOM GARNER, Ltd., offer:—

1938 Alvis Speed 25 4-door sports saloon, black with red leather, many extras, exceptional car; £575.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

GUY SALMON AUTOMOBILES offer:—

1949 Alvis 14 T.A. Tickford drop head coupe, genuine 22,000 miles, one owner, in really superb mechanical condition, twin carburettors; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1948 T.A.14 drop head coupe in grey/maroon leather, two owners; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

ALVIS 14 (12-70) sports saloon, 1939, good condition; £525.—3, Priestthorpe Lane, Bingley, Yorks. [6837

1951 Alvis 3-litre foursome drop head coupe; £1,050.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

ROYS offer 1938 Alvis 12/70 sports saloon; £325; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

ALVIS 1934 16.95 Silver Eagle saloon, engine and body in very good condition, or exchange Riley 9 in same condition.—Walmsley, 65, Gisburn Rd., Barnoldswick, Yorks. [6962

ALVIS Speed 25 d.h. coupe, in excellent condition, registered July, 1940, probably last pre-war Alvis to be built; only done a genuine 46,000 miles, has always been very carefully maintained, seen by appointment.—James, Staplehay Lodge, Trull, Taunton. [6829

525 gns.—Alvis 14, November 1947, 4-door 5-seater shooting brake, timber framed body, fawn leather upholstery, H.M.V. radio, heater, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£345!!!—Alvis Speed 25, Charlesworth sports saloon, 1937 model, silver grey with red leather, 2 previous owners (last owner 11 years), complete history available since war includes major reconditioning in 1946 and again in 1952, carried out at makers' own works, approximately 8,000 miles only since engine rebore, etc., excellent chassis, brakes, steering, etc., "spot-on," must have definite appeal to Alvis enthusiast.

£725!!!—April 1949 Alvis 14hp saloon, black, tan leather, heater, passlights, seat covers, one owner, moderate mileage and in extremely good all-round condition.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. Tel. 2041. Open till 8 p.m. for catalogue. [C1035

Alvis Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

H. F. EDWARDS urgently require good Alvis for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0951/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [84053/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0589/R

AMERICAN CARS

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder, blue with brown leather, 16,000 miles, one owner, as new; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

AMERICAN CARS

SIMPSON'S offer:—

RHD 1949 Ford Customs 4-door, fitted with all extras, colour black.

RHD 1949 Studebaker Regal saloon, 4-door, fitted with all extras, colour black.

1952 Chevrolet saloon, 2-door, fitted with all extras, colour pastel green.

1951 Chevrolet de luxe saloon, 4-door, fitted with radio, heater and seat covers, colour black.

1949 Ford Customs 2-door, fitted with radio, heater and all extras, colour black; choice of 4, 1949-53.

1951 Kaiser, Henry J., fitted with all extras, colour maroon and cream.

1950 Nash Ambassador Customs, hydramatic, fitted with radio, heater and all extras, colour black.

1951 Pontiac saloon, 2-door, fitted with radio, heater and seat covers, colour blue.

1952 Studebaker Champion saloon, 4-door, fitted with radio, heater and seat covers, colour pastel green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Tel. Wembley 8691/5903. [C4015

METCALFE & MUNDY, Ltd.

1950 Pontiac 8-cyl. de luxe saloon.

1948 Lincoln Continental saloon.

1948 Plymouth saloon.

1946 Lincoln saloon, r.h.d.

1939 Packard Super 8 club sedan.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

JOE THOMPSON (MOTORS), Ltd., offer:—

RHD 1952 Buick 4-door saloon.

RHD 1952 Chrysler 4-door saloon.

RHD 1951/2 Chevrolet 4-door saloon.

1950 Studebaker 4-door saloon.

1950 Ford Customs V.8 4-door saloon.

RHD 1947 Buick Super 4-door saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [4028

LINCOLN Cosmopolitan convertible, 1950, 160hp V.8 engine, 52,000 miles, hydramatic drive (no clutch pedal, no gear change), power-operated windows and hood, maintained throughout by Lincoln Cars, Ltd., for one fastidious owner.—Offers over £2,000 to Box 8867. [6844

American Cars Wanted

ATTENTION!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/5903. 345, High Rd., Wembley. [W4015/R

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-19, High St., Toddington, Beds. Tel. 31. [W4064

AMERICAN car wanted for cash.—Valentine 4674, before 10 a.m. [W2018

FIXED head really good pre-war American coupe, cash waiting; private.—Amersham 227. [6396

JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors), offer:—

1951 Armstrong Siddeley Whitley saloon, black; £975; one week's free trial, guaranteed; deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 8ft long×4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C3039

ACRES offer:—

1947 Armstrong Siddeley Hurricane coupe, black brown leather, complete with seat covers, heater, radio and taxed to end of year, beautifully kept; £450.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1952 Armstrong Hurricane coupe, heater, 14,000 miles; £895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton (22247), offer:—

1952 (July) Whitley saloon, grey with green interior, one owner, carefully used. [6810

ARMSTRONG SIDDELEY

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1946-7 Armstrong Lancaster saloon, immaculate coachwork, recently fitted with reconditioned engine; choice of three others; 489gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GUY SALMON AUTOMOBILES offer:—

1950 Armstrong Siddeley Whitley 4-light saloon, 21,000 miles, superb original black cellulose with rich brown leather upholstery; £835.

1948 Armstrong Siddeley Typhoon saloon, grey and black/blue leather, an extremely good example; £585.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

SAPPHIRE, new, mileage 300 only, list price plus cost of extras, available through illness.—Box 8696. [6274

HILLWOOD MOTORS.—1949 model Armstrong Lancaster, one owner, reconditioned engine, new tyres, heater; £595.—Tel. Mill Hill 4232. [6801

£185.—1937 Armstrong 17hp sports saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

CAMDEN MOTORS for Armstrong Siddeleys.—Typhoon sports saloon, October 1946 colour maroon with upholstery to match, 2 owners only, replacement engine under 12 months ago, heater, fog and passlights; £475.

CAMDEN MOTORS for Armstrong Siddeleys.—Lancaster 4-door saloon, Jan. 1948, black/brown leather, excellent condition throughout; £565.

CAMDEN MOTORS for Armstrong Siddeleys.—Whitley saloon, 1952, virtually as new in every respect; £1,075.

CAMDEN MOTORS for Armstrong Siddeleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 (July) Armstrong Siddeley Hurricane coupe, genuine mileage 16,000, one owner, taxed, colour beige with wine leather upholstery, indistinguishable from new; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 5431-2. [C3011

1950 Armstrong Siddeley Whitley, in black and brown leather with H.M.V. radio and heater, carefully maintained; terms, exchanges and guaranteed.—H. F. Edwards, 28-30, Upper High St., Epsom 9400. [C2001

£255!!!—Rare and beautiful Armstrong 14 saloon de luxe, in magnificent and spotless condition, only 2 owners, genuine 39,000 miles, literally looks and runs like new; no one looking at this vehicle could possibly believe it to be 15 years old; choice also 2 others, 14 and 16; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

£595.—1949 Armstrong Siddeley Lancaster 4-door saloon, first-class mechanical condition, bodywork very nice throughout, and very fully equipped, grey, blue leather, with three months' written guarantee, free after-sale service, usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 597-601, High Rd., East Finchley, N.2 (junction of North Circular and Gt. North Roads), three minutes trolley, E. Finchley tube. Finchley 0052/53. [C4065

LIMOUSINE, 18hp/1951, partition, forward occasionals, black, mileage 9,000, privately owner, low cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

CMT

THE CART MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ARMSTRONG in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

KIRKWOOD CARS buy pre-war Armstrongs.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2057

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585/R

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A. & S., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service; 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169 Fulham Rd., Chelsea, S.W.3. Ken. 7501. [0644/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

ASTON MARTIN

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

BROOKLANDS, Aston Martin Distributors.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6 [C1029

1935 Aston Martin Mk II long chassis, above average condition.—Hillingdon Motors, Uxbridge 412. [C2062

BARTLETT.—Aston Martin 1939 series 2-seater drop head coupe, completely overhauled by world-famous engineer; £450.—27a, Pembridge Villas, W.11. [C1015

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUSTIN SEVEN

1938 Austin Big 7 4-door sun saloon, in good condition; £175.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

ROYS offer 1939 Austin Big 7 saloon, good; £150, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Austin A30 saloon, fitted heater, taxed December, works mileage only; 599gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

AUSTIN A30 saloon (August) 1953, only 100 miles, fitted heater; £595 or offers.—Box 8905. [6946

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1947 Austin 8 saloon, black, good condition; £345.—MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

1947 Austin 8 4-door saloon, black, good condition; £350.—Bowman Garage, Weybridge 1265. [C1033

1942 Austin 8hp saloon, post-war type, sound; £240.—19, Glebe Rd., Cheam. Vigilant 3259. [6891

1947 Austin 8 4-door de luxe saloon, one owner; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1946 Austin 8 saloon, black with brown leather, low mileage; £345.—Colliver Fisher, Ltd., Northwood, Middx. (Tel. 777.) [6869

1947 Austin 8 4-door saloon; £389.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1946 Austin 8 sln., recent new engine; £335.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

£360—1946 Austin 8 4-door de luxe saloon, in extremely nice condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Austin 8 4-door de luxe saloon, black, brown leather, excellent condition, taxed year; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

325gns.—Austin 8, late 1947 saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Eight Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

DICKS.

1940 Austin 10 saloon, same as post-war, a bargain; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9 [C1072

1946 Austin 10, one owner, excellent condition; £395.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

1947 Austin 10 saloon, excellent throughout; £425.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1935 (Sept.) open 2-seater, really exceptional condition; £175.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£250—1946 (December) Austin 10 gown van, in excellent condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£249—1939 Austin 10, 4-door de luxe, choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9 [C2024

£130!!—Most beautiful 1934 Austin 10 de luxe saloon, nothing to spend, any trial; also 1937; £175.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Austin 10 saloon, one fastidious owner, black with brown leather, new condition, any exam.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

375gns.—Austin 10 1946 saloon, black, sliding head, brown leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Ten Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212 [0955/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good second-hand Austin 10 required.—Cobb, 30, Harley House, N.W.1. [W1066

GOOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 53, College Crescent, N.W.3. Pri. 5914. [W4008

AUSTIN A40

ACRES offer:—

1952 Austin A40 saloon, pastel green and brown leather, heater and radio, as brand new; £650.

1950 Austin A40 saloon, beige and brown leather, heater and radio, immaculate; £575.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

LONDON Distributors.

1950 (51) Austin A40 Devon saloon, radio, heater, 15,000 miles; £615.

1952 Austin A40 sports convertible, radio, heater, 10,000 miles; £725.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

CHARLES RICKARDS, Ltd., offer:—

1951 (Aug.) Austin A40 Devon saloon, one owner, 10,500 miles, heater, dark green, in faultless condition throughout, taxed Dec; £650. Another, finished in grey, 15,000 miles, heater; £625.

ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

ANDOVER MOTOR Co., Ltd., offer:

1953 (February) A40 in black/beige, absolutely genuine; 2,000 miles only; £750.

1949 A40, reconditioned engine; black/beige and in very nice condition indeed; at £480.

1949 Austin hire car, in spotless condition; at £640.—Andover, Hants. Tel. 5405. [C1005

1953 Austin A40 Somerset coupe, one week old.—Weybridge 970 [C4023

1953 (June) A40 sports, 4,500 miles only, beige with red leather; £800.—Box 8868. [6850

1951 Austin A40, excellent condition; £615.—Beardmore, 28, Queensway, W.2. Bayswater 0136 [C1015

£595—Austin A40 Countryman, 1951, fitted with heater and radio, excellent bodywork condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 209-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

AUSTIN A40

1953 Austin A40 coupe, blue, heater, 200 miles only; £765.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621/2. [C3040

1949 A40 Countryman, reconditioned engine just fitted, excellent order throughout, three months' guarantee; £495.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). [C1061

1950 (October) Austin A40 saloon, grey, one owner, mileage 19,000, fitted with heater, in excellent order throughout; £585.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401 [C2058

1952 series Austin A40 saloon, GS 3 model, low milege, new condition; £865.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1949 A40 4-door de luxe saloon, excellent condition throughout; £510.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1951 Austin A40 Countryman, one owner, exceptional condition; £565.—E. J. L. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261-2. [C3067

NAYLOR & ROOT.—1953 Austin Somerset saloon, 4,000 miles only, indistinguishable from new; £745; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252 [C3022

1952 A40 Somerset saloon, radio, heater, loose covers and extras, really immaculate; £725.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

525gns.—Austin A40 1950 Devon saloon, grey, blue leather, radio, heater, one owner, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Austin A40 saloon, grey/blue leather, 17,000 miles, one owner, £579; 1949, green/beige leather, one owner, £499; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1950 (Dec.) Austin A40 works-built Countryman, guaranteed 19,000 miles only, one owner, fitted heater, Notek spotlight, taxed December, as new; £585; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. (Holiday closure 1 p.m. August 1st to 17th.) [C3018

Austin A40 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0957/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your Austin A40 (1949-50 preferred) when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 209-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

£700 cash waiting for best A40 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40.—May, 3051. [W5045

AUSTIN TWELVE

1939 Austin 12 saloon, one owner; £325.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [6876

1947 Austin 12 saloon, excellent; £410; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 4579. [C4059

1947 Austin 12 saloon, 26,000 miles, one owner, excellent condition throughout; £450.—Lee Green 2344. [6856

Austin Twelve Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

RUSSELL MOTORS offer:—

DEC. (1947) Austin 16 saloon de luxe, 38,000 miles, black with brown leather, fitted heater.

ANY trial or examination

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9298. [C3060

1949 Austin 16 saloon, meticulously maintained, heater, etc.—Autowork, Ltd., Winchester. Tel. Winchester 4854 [C1010

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

HEARSE, 16hp Deck, brand new, fullest equipment, immediate delivery; £1,455. Seen:—OUR only address, Station Approach, Kew Gardens. Alpe & Saunders (Coachbuilders), Ltd., Richmond. 1161. [6692

£495.—1948 Austin 16hp saloon, black, brown upholstery, one owner, in excellent condition. DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1947 Austin 16, excellent condition throughout; £425.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

1948 Austin 16hp saloon, black with brown leather, excellent condition; £475.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

HIRE car limousine, partition, 7 seats, black, leather, radio, taxed; £775; terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. [C3054

1948 Austin 16, black, brown leather, one careful owner; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1949 (Sept.) Austin 16 saloon, black with brown leather, splendid condition throughout; £495.—Pantiles Service Garage, London Rd., Guildford 5526. [C3035

1947 Austin 16 saloon, black/brown leather, excellent throughout; £465.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

NAYLOR & ROOT.—1948 Austin 16 sun roof, black, brown hide, heater, one careful owner; £475; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

£395!!!—1948 Austin 16hp saloon de luxe, black, brown leather, heater, folding arm rests front and rear, original condition throughout, exceptional bargain.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. Tel. 2041. Open till 8 p.m. for catalogue. [C1035

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer/Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0955/R

REALLY good second-hand Austin 16 required.—Cobb, 50, Harley House, N.W.1. [W1066

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A70 & A90

ACRES offer:—

1951 Austin A90 saloon, black with red leather, heater, as new; £575.

1950 Austin A90 convertible, sky blue, leather upholstery to match, heater and radio, immaculate; £675

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

LONDON Distributors

1953 Austin A90 Atlantic saloon, new, shop-soiled, radio, heater; £965.

1953 Austin A90 Atlantic saloon, heater, 2,000 miles; £895.

1950 Austin A90 Atlantic convertible, radio, heater, 18,000 miles; £625.

1951 Austin A70 Hereford saloon, heater, 11,000 miles; £695.

1949/50 Austin A70 Hampshire saloon, 12,000 miles; £575.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

SCOTT CARS offer:—

1951 A90 saloon, radio heater, perfect; £665.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

ROSE & YOUNG, Ltd., offer:—

1952 Austin A90 Atlantic saloon, 8,000 miles only, fitted radio, black; £765.

1951 Austin A90 Atlantic saloon, 18,000 miles only, one owner, metallic silver; £645.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

AUSTIN A70 & A90

SAUL & SLATTER, Ltd., offer:—

1950 Austin A90 convertible coupe, exceptional condition throughout; £600.

44—46, Aldermans Hill, N.13. Tel. Palmers Green 3651-2-3. [C4002

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0151. [C3006

1953 (June) Austin A90 saloon, works mileage, black/beige, radio, heater; £995; also.

1952 Austin A90 saloon, black, radio, heater, loose covers, 12,000 miles, one owner; £625; also

1951 Austin A90 saloon, 15,000 miles, one owner, heater, spare unused; £750.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

£725.—1951 Austin A70 Hereford saloon, blue/blue upholstery, recorded mileage 12,000, with heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266 [C1070

1953 Austin A70 Hereford saloon, 1 week old.—Weybridge 600. [C4023

1950 A70 Hamp., heater, good condition; £625 o.n.o.; no dealers.—Man. Hse. 7791. [6072

HILLWOOD MOTORS.—1952 Austin A70 Countryman, one owner, radio, heater, extras; £825.—Tel. Mill Hill 4232. [6797

1951 (Oct.) Austin A70 Hereford saloon, fawn, brown leather upholstery, heater, one owner, 15,000 miles; £725

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9 Col. 8082. [C3004

1951 Austin A90 saloon, black with red leather, radio, one owner, 16,500 miles; £695.—J. Fricker, Ltd. Park 5077. [C2016

1952 Austin A90 saloon, low mileage, beautiful condition; £750.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1951 Austin A90 Atlantic saloon, one owner, 21,000 miles only, radio and heater, superb condition; 3 months' guarantee; £695.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

JACK ROSE, Ltd., 1951 A90 Atlantic saloon, one owner, 24,000 miles, very clean; £625.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

1952 Austin A70, 11,000 miles black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel Wimbledon 5155. [C3014

HILLWOOD MOTORS.—1950 Austin A90 electric convertible, 2-tone coachwork, radio, heater, screen-washers, etc.; £675.—Tel. Mill Hill 4232. [6800

1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £650.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 Austin A70 drop head coupe, grey, fitted heater, immaculate; £840.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1951 Austin A90 saloon, black/beige leather, radio, heater, excellent condition, one owner, 20,000 miles; £725.—Maud Hepscott, Northumberland, Hepscott 238. [6947

1952 Austin A90 Atlantic saloon, pale blue, 9,000 miles only, one owner; £830.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066 [C1076

1952 Austin A90 saloon, blue, grey hide upholstery, 14,000 miles, very carefully maintained; £750.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

£645!!!—Austin Atlantic drop head foursome coupe 1951, registered within the year, electric hood, built-in radio and heater, colour green with beige leather, outstanding bargain.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. Tel. 2041. Open till 8 p.m. for catalogue. [C1035

1952 Austin A90 saloon, Romney blue, showroom condition, Ace rim discs, Lifeguard tubes, Tygan loose covers, 8,000 miles; £850.—W. C. T. Davies, Ltd., Woodland Rd. West, Colwyn Bay. [6915

£685!!!—March 1951 Austin Hereford saloon in beige, quite an immaculate specimen, one fastidious owner, bills available for servicing every 2,000 miles by local Austin distributors, heater, etc.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. Tel. 2041. Open till 8 p.m. for catalogue. [C1035

£715.—Austin A90 Atlantic saloon, registered October, 1951, colour black, beige upholstery, 14,000 miles, fitted wireless, heater, one owner.—Walker & Ward, Ltd., Warwick Place, Cheltenham 5816. [6825

£615!!!—Beautiful black 1950-51 Austin A70 saloon with sun roof, one fussy owner, guaranteed low mileage, taxed year, this car just cannot be faulted.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

PRIDE & CLARKE, Ltd.—1952 Austin A70 saloon, green/brown leather, 10,000 miles, radio, heater, one owner, loose covers, as new; £749; 3 months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

EXCEPTIONAL opportunity!!!—A70 Hereford saloon, heater, unconditionally guaranteed 6,300 miles, absolutely indistinguishable from brand new, genuine bargain 695gns.; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0097-9 [6889

AUSTIN A70 & A90

1952 Austin A70 de luxe sun saloon, one owner, extras; bargain £750.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

Austin A70 and A90 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD London, N.W.1.

TELEPHONE: Euston 1212.

[0955 R

AUSTIN wanted in good condition for cash.—Valentine 4674, before 10 a.m. [W2018

£750 cash waiting for best A70 or similar car offered.—45, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

GUY ALFREDS & Co., Ltd.—1936 Austin 18, 7-passenger, titled private owner, 27,000 miles from new.—6-7, Warren St., W.1. Euston 3268. [C1005

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting. A. & S., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN TWENTY-EIGHT

1939 Austin Ranelagh 7-passenger double-enclosed limousine, perfect condition; £495.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

AUSTIN A125 & A135

ACRES offer:—

1950 Austin Sheerline saloon, black and brown leather, heater and radio, practically unmarked; £650.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

LONDON Distributors.

1952 Austin A125 Sheerline saloon, 8,000 miles; £1,225.

1950 51 Austin A135 Princess saloon, 30,000 miles; £1,025.

1950 Austin A135 Princess saloon, 37,000 miles; £950.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

NEWNHAMS, Ltd.

AUSTIN Sheerline saloon, grey, registered March, 1953, mileage 2,750, several extras.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

RUSSELL MOTORS, offer:—

1952 Austin Princess saloon, 16,000 miles, one owner, colour black; £1,450.

ANY trial or examination

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

TOM GARNER, Ltd., offer:—

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,650.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER Ltd., offer:—

1949 Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [C2040

H. A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon, black with brown upholstery, radio and heater, recorded mileage 17,000; £995.

836—842, High Rd., N.12. Hillside 5272. (6 lines). [C2027

PHILIP RICKARDS, Ltd., offer:—

1950 Austin Sheerline saloon, black, 10,000 miles, part exchanges; deferred terms.—4, Brick St., Park Lane London, W.1. Grosvenor 4772/3. [C3051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

GUY SALMON AUTOMOBILES offer:—

1950 Austin Sheerline saloon, black/beige leather, 23,000 miles from new, one owner, immaculate condition; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HILLWOOD MOTORS.—1950 (Sept.) Austin Princess, one owner, radio, heater; £1,095.—Tel. Mill Hill 4232. [6799

1953 Austin Sheerline saloon, black with beige leather, 300 miles only.—For price and full particulars George Box, Ltd., Aldams Rd., Dewsbury. Tel. 652 (3 lines). [6489

1952 Austin A125 Sheerline saloon, finished 2 colours dark blue/grey, chrome radiator, many extras, 14,000 miles; the one owner offers this at £1,125.—P. Roper, New Bungalow, Woodhouses, Ashton-under-Lyne, Lancs. Tel. Failsworth 1775. [6854

LIMOUSINE (October 1952-mileage 4,600), partitioned-Sheerline, forward occasionals, black, unblemished, also 1951, low mileage, selection from £1345. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

[0352/R

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN HIRE CARS

AUSTIN 16hp hire car, new, unregistered, shop soiled, list price, including purchase tax, £1,229/7/6; accept £1,150.—Cogger & Hawkins, Walton St., Aylesbury, Bucks. Tel. 700. [6851

AUSTIN MISCELLANEOUS

AUSTINS. Austins, Austins.

A VARIETY of 1938-1951 cars always available; h.p. terms; immediate delivery.

ALL makes of cars required by

ALLWEATHER MOTOR Co., High St., Edgware 3610. [4582

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

SLOCOMBES, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Austin cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

AUSTINS wanted.—Smith's, 66, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

AUSTIN wanted in good condition for cash.—Valentine 4674, before 10 a.m. [W2018

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29 High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0223

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

C. O. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

Austin Spares and Service

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0448/R

NEW gears, parts, reconditioned, guaranteed, 7, 10, 12, exchange gear boxes; shock absorbers; all types repaired.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Prim. 6159. [0387

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:

1951 (Dec.) Bentley 4.6 standard steel sal., black and grey, 16,000 miles; £3,550.

1951 Bentley Mk. VI James Young sports saloon, black and gray with pale blue hide; £4,400.

1950 Bentley Mk. VI Mulliner Lightweight sports saloon, Oxford and Cambridge blue with blue hide; £4,950.

1949 Bentley Mk. VI Park Ward d.h.c. power op., black with light brown hide, 11,000 miles; £3,650.

1948 Bentley Mk. VI Mulliner sports sal., black and fawn with beige hide, 56,000 miles; £3,150.

1948 Bentley Mk. VI Freestone and Webb sports saloon, black with brown hide, 41,000 miles; £2,950.

1948 Bentley Mk. VI standard steel sal., black with beige hide; £2,250.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052

CAR MART, Ltd.

1953 Bentley H. J. Mulliner light weight 4-door sports saloon, black with tan leather upholstery, 1,000 miles; £6,450.

1951—52 Bentley 4½-litre standard steel Mark VI saloon, grey with grey leather upholstery, 20,000 miles; £3,550.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 5454. [C1059

RIPPON

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

ACRES offer:—

1950 Bentley S.S. Mark VI saloon, black with brown leather, heater and radio indistinguishable brand new; £2,850.

1948 Bentley Mark VI saloon, body by James Young; £2,450.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

SLOCOMBES, Ltd.

WE offer a 1951 Mark VI standard 4¼ saloon in two-tone grey with maroon leather at £5,200; quite unmarked and truly exceptional in all respects; part exchanges welcomed.

MR. T. P. DAWE will be pleased to handle your enquiry personally.

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write, call or telephone Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

P.B. Ltd. offer:—

1938 4¼ Bentley (L.S.) Vanden Plas pillarless saloon.

1936 3½ Bentley (F.B.) Freestone & Webb, mitred edge, sports saloon.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C5055

FRANK DALE offers:—

BENTLEY 4¼ Park Ward 4-door sports saloon, new condition, exceptional chassis, guaranteed, taxed year; £975.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. [C1067

BENTLEY (3½, 4¼-litre and New 4½-litre)

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1952 Bentley 4½-litre 4-door special lightweight saloon by H. J. Mulliner, painted grey, maroon leather upholstery, speedometer reading 11,000 miles; price £5,350.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

H. A. FOX & Co., Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

BENTLEY 1951 standard saloon (4¼-litre), painted black with brown leather, the personal property of the chairman of this company and used only by him, maintained by Messrs. Bentley Motors (1951), Ltd., and ourselves, mileage only 38,000, just decarbonized and new tyres fitted, strongly recommended; £3,150.—5-5, Burlington Gdns., Old Bond St., London, W.1. Regent 7687. [6789

H. BEART & Co., Ltd., offer:—

1937 (November) Bentley 4¼-litre saloon; offers are invited for this very fine car; full details upon request.—102, London Rd., Kingston-on-Thames. Tel. 3346. [C1081

SWANMORE GARAGE offer:—

1951 Bentley Mk. VI 4¼ saloon, 20,000 miles, black, beautifully maintained.

1948 Bentley Mk. VI 4¼ saloon by James Young.

1936 Bentley 3½-litre saloon by Wm. Arnold.

1935 Bentley 3½-litre saloon by Park Ward, complete history; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

TAYLOR & CRAWLEY offer:—

1951 Bentley special lightweight saloon by H. J. Mulliner, one owner, just passed out Bentley works; £3,950.

1949 Bentley P.S.C. saloon, dual black and silver, 43,000 miles, beautiful car; £2,525.

1948 Bentley P.S.C. saloon with '49 body modifications, chromium moulding and spats, unusually bright car; £2,175.

1947 Bentley P.S.C. saloon, unusually attractive car with magnificent history, all 1950 chassis and many body modifications; £1,950.

48, Kensington Court, W.8. Western 6015. [C4056

JACK OLDING OF MAYFAIR.

OFFICIAL Bentley and Rolls-Royce retailers offer early delivery of new cars with standard and special coachwork; also the following selection of used Bentleys:

1952 (July) 4½-litre standard saloon, black and silver, one owner, 11,000 miles.

1951 (June) 4¼-litre standard saloon, black, one owner, 28,000 miles; £3,250.

1951 (April) 4¼-litre standard saloon, black with brown leather, 18,500 miles, one owner; £3,350.

1951 (March) 4¼-litre standard saloon, grey with blue leather, 28,000 miles; £3,150.

1950 (August) 4¼-litre standard steel saloon, one owner, black with beige leather, 22,000 miles; £2,750.

1950 (June) 4¼-litre 2-door saloon by Park Ward, black, 25,000 miles.

1949 4¼-litre 2-door Countryman saloon, grey, polished wood, 58,000 miles; £2,850.

AUDLEY House, North Audley St., W.1. Mayfair 3242. [C5050

MANN EGERTON & Co., Ltd.:—

1951 Bentley Mk. VI steel saloon, in quite exceptionally good order throughout, mileage 30,000; £3,250.

1950 Bentley Mk. VI steel saloon, regularly serviced and in superb order, mileage 31,000; £2,850.

14, Berkeley St., W.1. Hyde Park 2075. [C2006

McKINNON MOTORS, Ltd., offer:

1950 (September) Bentley Mark VI standard steel saloon, black, pale blue leather, radio, taxed December, genuine 17,000 miles only, superb specimen; £3,100.

McKINNON MOTORS, Ltd., "Langham House," 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C5020

ANDOVER MOTOR Co., Ltd., offer:

1928 4¼-litre sports Bentley, in immaculate condition, over £500 spent in reconditioning last two years; a sacrifice at £325.—Andover, Hants. Tel. 3405. [C1003

GUY SALMON AUTOMOBILES, offer:—

1938 Bentley 4¼-litre L.E. series Thrupp & Maberly 4-door sports saloon; this car was overhauled at a cost of approximately £700 less than 10,000 miles ago, fitted with radio, heating and demisting and is, we feel, one of the best examples of this famous make on offer to-day; £1,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

DUNCAN HAMILTON & Co. offer:—

1949 Mk. VI Bentley saloon by Freestone & Webb; this lovely model, which is finished in black, has the interior beautifully furnished with pleated brown hide; the woodwork surrounds are of richly figured walnut; this car is fitted with many extras, including specially built-in H.M.V radio, heater, etc., windscreen washers, etc., and is in most exceptional condition, having done only a small mileage; it has a long sweeping boot and resembles a 1953 model; price required £2,575.—35, High Rd., Byfleet, Surrey. Tel. day and night Byfleet 3102. [6968

BROWN & MALLALIEU, Ltd., offer:—

1948 (Feb.) Bentley Mark VI standard saloon, carefully maintained, colour blue with grey trim, special price; £1,995.

1951 (May) Bentley Mark VI standard saloon, black with tan hide, in faultless condition throughout; £2,975.

BROWN & MALLALIEU, Ltd., Blackpool. Tel. 22522. [6652

1951 Bentley steel saloon, 17,000 miles, grey, immaculate condition; £3,250.—Below.

1950 (Sept.) Bentley H. J. Mulliner saloon, black/fawn leather, covers, radio, 5,000 miles only, condition like new.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

BARTLETT.—Bentley, 1934 Park Ward saloon, excellent condition; £495.—27a, Pembridge Villas, W.11. [C1015

1947 Mark VI, £1,000 overhaul at Bentleys, latest modifications, superb order; £1,875.—Mansfield Autos, Ltd. Euston 2587. [C3001

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce & Bentley repairers and retailers, offer the following selection of guaranteed cars:—

1950 Bentley Mark VI standard steel sal., black, blue leather, one owner, at present undergoing pre-sale checkover; £2,950.

1947 Bentley Mark VI standard steel sal., black, one owner, fully serviced and guaranteed; £2,185.

OFFICIAL Retailers and Repairers—48, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1937 Bentley 4¼-litre Park Ward razor edge saloon, black; £1,075.—L. F. Dove, Ltd., 111-1115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

BENTLEY 3½-litre HJM saloon, black/brown hide, heater, radio, 1934, full history available; £595.—Charlton Kings Garage, Cheltenham. Tel. 2754. [6776

1952 Bentley steel saloon, 12,000 miles, immaculate condition; exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C2064

CAMDEN MOTORS for Bentleys.—Park Ward 4-door 4-light sportsman's saloon, 1935, black, red leather, excellent chassis, expertly maintained by Bentley enthusiast; £545.

CAMDEN MOTORS for Bentleys.—4¼-litre Park Ward sports saloon with overdrive, first delivered and registered 30.12.39, immaculately finished in silver and black with luxurious leather upholstery, this car was purchased direct from private family, history of overhauls is known and includes rebore, clutch and brakes relining, reconditioning of gear box, etc., since when the car has done but a nominal mileage; this magnificent Bentley, probably the finest example of its kind in the country, is offered to the discerning purchaser who is only interested in the finest money can buy—photographs will be supplied to genuine prospective purchaser; £1,495.

CAMDEN MOTORS for Bentleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1085

1950 (May) Bentley Mk. VI standard steel saloon, grey, radio and heater; £2,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: 6199. [C3037

1951 Bentley Mk. VI standard steel saloon, 25,000 miles, in superb condition, grey, red leather, one owner, maintained by Bentley Motors; price £3,150 or offers.—Write Advertiser, 6, Ennismore St., London, S.W.7. [6918

ROSE & YOUNG, Ltd., offer: 1949 Bentley Mark VI standard steel saloon, 36,000 miles only, radio, immaculate; £2,595.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 [C3057

1935 Bentley 3½-litre Park Ward sportsman's saloon, finished in unmarked black with royal blue leather interior, mechanically in really superior condition, fitted all excellent tyres, taxed for the year, the late property of a wealthy gentleman since purchased a new Bentley, just fitted new heavy duty battery; £695.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton Salford, 6, Manchester. Pen. 3457. [C3000

BENTLEY 4¼-litre Mark VI Standard steel saloon, first registered September, 1948, one owner, 35,000 miles, black with brown leather upholstery, radio, heater, demister and windscreen washer, superb condition, taxed to 31st December; price £2,475; three months' comprehensive guarantee; part exchange and hire purchase terms.—Kennings, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [6911

PRIVATELY owned 1950 Bentley VI p.s.c. saloon, black with powder blue hide, complete dark blue mats, spotless interior and exterior, superb mechanical condition; just checked by agents and all necessary work carried out including engine mods., tyres as new, spare unused, several extras, chauffeur driven, genuine snip; £2,750; might consider small car.—A., 1023, Garrett Lane, S.W.17. Balham 3351. [6971

BENTLEY (3½, 4¼-litre and New 4½-litre)

1935 Bentley (CR series) 3½-litre saloon by Freestone & Webb, black with brown leather, H.M.V. radio, taxed, an exceptionally good example with a good history; £595.—Clarke & Simpson, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4724. [C1048

LATEST type 4½-litre Bentley saloon, large boot, dual grey and blue leather, many extras, one owner, chauffeur kept in immaculate condition; £4,100.—Clarke's of Pirbright, Nr Woking, Surrey, officially appointed Rolls-Royce and Bentley retailers. Tel. Brookwood 2201-2. 24-hour service; always open. [C1049

1936 3½-litre Bentley 2-door saloon, fitted with very attractive Continental body, Bentley's records confirm this particular model was the very last chassis to which they fitted 3½-litre engine; car recently completely overhauled and R.A.C. report available; over £500 spent on import duty and works check-up; general condition of car excellent, right-hand steering; price £750; would consider post-war car in exchange with cash adjustment.—Kieft Cars, Ltd., Reliance Works, Derby St., Wolverhampton. Tel. 24394. [6824

SPORTS 4-door 3½/1934 H.J.M. Saloon, leather, boot, £300 Derby overhaul, nice chassis, exceptionally attractive, history available. £645.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

Bentley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3, Ham. 6041. [W4016/R

SEE "Exchange."—Lewis Motors, Gerrards Cross. [9067

WANTED, crashed or damaged post-war Bentley.—Box 8504. [5917

BENTLEY Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 560.

PERFORMANCE CARS urgently require Bentleys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

BENTLEY wanted 1947-49 to purchase from private owner, good price paid for genuine low-mileage car.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [W4056

PRIVATE buyer wishes to purchase direct from owner pre-war Bentley; good price paid for car in specimen condition.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401-2. [W4056/1

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0357/R

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4242. [W2064

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 253. [0540/R

TAYLOR & CRAWLEY will buy low-mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—48, Kensington Court, W.8. Western 6015. [C4036

WANTED for immediate purchase, 1951/2 large or small bore Bentley standard steel saloon, must be of low mileage.—Full particulars to H. M. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 3431-2. [W3011

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

WANTED, Bentley Speed Six or Bentley 6½-litre or Bentley 8-litre tourer; vendor must be prepared to submit car for a thorough inspection and trial run of not less than thirty miles; the advertiser will bear half the cost of the journey to this town; car must be capable of approaching makers' maxima on indirect gears and hold same without distress, lowered oil pressure or boiling, no junk considered.—Forward full particulars, price required and photograph if possible, to Box 8892. All letters will be acknowledged. [6863

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stock of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [6108/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3562. [0490/R

Bentley Spares and Service

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [8303a/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [1046

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled, exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

SLOCOMBES, Ltd.

WE offer a very fine example of this desirable carriage, 1952 late 401 in green at 6,000 miles only, with radio and heater, the property of our managing director; price £1,995 or terms if desired; part exchange welcomed.

MR. T. P. DAWE will be pleased to handle your enquiry personally.

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write, call or telephone Slocombes, Ltd., 36-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

FRAZER-NASH CARS offer:—

1953 401 saloon, blue, beige leather.

1948 type 400, black, beige leather, recently overhauled; £975, or if recellulosed £1,025.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou 0011.) [C2015

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [1046

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

AUGUST (1951) Bristol 401 saloon, colour azure blue, fitted radio and heater, close ratio gearbox, etc., genuine mileage 13,000; £1,900.—Bob Gerard Cars, Abbey Lane, Leicester. Tel. 61511/2/3/4. [6282

1950 Bristol 401 saloon, in Bristol red, radio and heater, a most beautiful car; £1,695, consider part exchange.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42131. [C4027

1949 (June) Bristol 400 saloon, green with beige upholstery, heater, H.M.V. radio, one owner, guaranteed total mileage 22,940; £1,125.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Royal 5037. [6446

1950 Type 401, heather grey, beige leather, fitted radio, well shod, taxed December, low mileage, a very nice car; would consider exchange; £1,600.—258, Wilbraham Rd., Manchester, 16. Chorlton 4006. [6967

1950 Bristol 401 in Bristol red, radio, heater, thief alarm, modified gear box, low mileage, unmarked, first-class order throughout; £1700.—Willows, Collingham, Newark, Notts. Tel. Collingham 286. [6919

1951 Bristol Mk. 401, mileage 7,800 only, in superlative condition, all-wave radio, heaters, loose covers, lift-belt matting, colour green/grey with fawn leather.—Wheel Garage, Prah Sands, Cornwall. Tel. Germoe 3137. [6887

1951 Type 401 Bristol saloon, a quite outstanding and immaculate example, finished in heather grey with fawn leather, interior quite spotless and unmarked, 85C engine, close ratio gear box, screen washers, superb performance, this car must be seen to be appreciated; offered with written guarantee at £1,750, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

Bristol Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

REQUIRED, good used Bristol.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

BROUGH SUPERIOR

1937 22hp Brough sports saloon, excellent condition throughout, many extras; £225; hire purchase, part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2085

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

TYPE 57S rebuilt and registered 1950, 2-seater sports, winner of many races, genuine 115 mph, docile in traffic, fitted with 4 S.U. carburettors, in faultless condition, photo available; £495. [C1001

JOHNSON & BROWN offer type 50 and type 43A from stock.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 & 2322. [C3049

BARTLETT.—Bugatti 130mph 57 SC Continental coupe, performance and appearance still unsurpassed.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071/R

BUICK

CHARLES FOLLETT, Ltd., offer:—

1951 Buick super 4-door sal., right-hand drive, black and silver, loose covers, radio, heater, etc., 10,800 miles, really magnificent condition.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1940 Buick Viceroy, superb order, two owners, re-sprayed black, cloth interior; £475.—Box 8863. [6830

1948 Streamlined Sedanet, one owner, every conceivable extra; £925.—Mervyn Austin, Paddington 1280, ext. 167. [6682

1938 Buick convertible, l.h.d., good order; £175.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1939 Buick Viceroy saloon, leather upholstery, nice condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

1949 Buick Super Jet Back Sedanett, 24,000 miles only; one owner, radio, heater; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

£465!!!—This Buick must be seen to be appreciated, 1939-40 model but having just had £150 spent on this vehicle including engine reconditioning, brakes, steering, etc., and having special Tickford drop head conversion, this vehicle is probably the finest on offer to-day, full 4-door model, looks like a saloon but completely opens for touring, spotless original condition inside, fitted many extras; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Buick Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/5905. [W4015/R

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Buick for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0504/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd. Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

ACRES offer:—

1949 Cadillac Model 62, bottle green and stainless steel, heater and radio, scarcely used, as brand new; £1,975.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

Cadillac Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac, 97, Fulham Rd., S.W.3. Kensington 4858. [W4028

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/5905. [W4015/R

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

1951 Chevrolet Styleline 4-door de luxe saloon, r.h.d., heater, 9,000 miles; £1,595.

CHOICE of other Chevrolets usually in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1946 Chevrolet right-hand drive 4-door Sedan, low mileage, very well kept; £595.—Taylor & Crawley, 48 Kensington Court, W.8. Western 6015. [C4036

Chevrolet Cars Wanted

JOE THOMPSON.

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Ken. 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280 Old Brompton Rd., S.W.5. Fremantle 5471. [W5064

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3905. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

CHRYSLER

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

LIMOUSINE, 1937, Imperial, 34hp, partition, forward occasionals, black, carefully maintained, £345.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

DOWLAND SMITH'S the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.—CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex 57271. [9664

REPAIRS, parts, reconditioned, guaranteed gear boxes suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 2647. [0374

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0561/R

CITROEN

1938 Citroen super 12 de luxe, engine overhauled, 1,000 miles only, excellent condition; £295, o.n.o.—Lee Green 2344. [6957

CITROEN

BM

BEVERLEY MOTORS offer with real pride:—

1946 Citroen Light 15 sun saloon, in really excellent order throughout, faultless steering, brakes, and suspension, engine recently decarbonised, inspected and found equally good, two unused tyres, 3 others perfect, new battery, recellulosed maroon short white ago, perfect chromium, unmarred carpets, loose covers over very good upholstery, extras include heater and special polished wing spats, much history of this car is known, maintained by Citroen specialists; the more thorough the examination which a prospective purchaser gives this car, the better we shall be pleased; £435, or exchange.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 and 2031. [C1086

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1947 Citroen Light 15 saloon, two owners only, immaculate black coachwork, very clean leather interior, new tyres and battery, choice of two; 399gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

R. F. FUGGLE, Ltd.

1953 (July) Citroen Light 15 de luxe saloon, black, brown heater, mileage 600 (genuine); £895.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C3017

H. W. MOTORS, Ltd., offer:—

1949 model Citroen Light 15, finished black, beige upholstery, fitted radio, special steering wheel and wing extensions; £565.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

H. A. SAUNDERS, Ltd., offer:

1948 Citroen Light 15 saloon, black with brown upholstery, heater, recorded mileage 12,400; £555.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C3027

GUY SALMON AUTOMOBILES, offer:

1952 (August) Citroen 15, 14,000 miles, sun roof, as new; £775.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JOHN S. TRUSCOTT Ltd., for Citroen.

ONLY first-class examples are offered.

OUR stock is constantly changing, and now includes several Light 15 saloons; from £475.

OFFICIALLY appointed Citroen Agents. New models from stock, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4055

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1951 Citroen, black with red leather, 24,000 miles; £700.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4734

HILLWOOD MOTORS.—1952 model Citroen Light 15, low mileage, one owner; £745.—Tel. Mill Hill 4232. [6798

CITROEN 1948 special 4-speed twin carburettor saloon, radio, innumerable extras; £550.—Bartlett, 27, Pembridge Villas, W.11. [C1015

1938 Citroen 12hp saloon, most unusual condition for age; £245.—Taylor & Crawley 48, Kensington Court, W.8. Western 6015. [C4036

1950 Citroen 6-cylinder saloon de luxe, sun roof, radio, 29,000 miles only; £745.—Mann, 43, Forty Ave., Wembley Park. Arnold 4604. [C3017

1949 Citroen 6cyl sports saloon, black, in superb condition; £665.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 4371. Showroom: 6199. [C3057

£315 o.n.o.—1954 Citroen Big 15 saloon, maroon, radio, maintained regardless, appearance, performance, condition similar 1952 model, any trial.—Tel. Ealing 0262. [6954

£295!!! Citroen Light 15 saloon, 4-door full de luxe model with sunshine roof and real leather upholstery, good coachwork and a particularly nice car mechanically.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

JULY (15th), 1953, Citroen de luxe saloon, black/brown upholstery, tax and numbers, under 700 miles; bargain, £950 or near offer.—Cook's Garage, 55, St. John's Rd., Woking, Surrey. Tel. Woking 1781. [6478

1951 (July) six-cylinder saloon de luxe, sliding roof, metallic grey with red leather upholstery, one owner and in very fine condition throughout; excellent tyres; £795.—Culmore Depot, Ltd., 200, Deansgate, Manchester, 3. Blackfriars 3322. [6633

1950 Citroen Super 15 de luxe sportsman's saloon, recently fitted works reconditioned engine, finished in unblemished black and chrome with immaculate maroon leather interior, fitted many extras, new radio, heater, taxed for the year, a really superb example; £595.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen 1457. [C5000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

395 gns.—Citroen Light 15 1947 sports saloon, gunmetal, fawn leather, one owner, excellent condition, terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1951 Citroen Light 15 saloon, black with red leather, sliding roof, one owner car in most attractive condition, thoroughly recommended with written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner, £920; 1950 model Citroen Light 15, green with beige upholstery, one owner, £625; 1940 Citroen 6-cylinder, black with red leather, taxed year, £450; 1939 Citroen 12hp, black with Bedford cord upholstery; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061

Citroen Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Citroen cars.—150 Park Lane, W.1. Grosvenor 3454. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [W2061

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [6061/R

SHRIMPTON'S MOTORS, Ltd.—London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. [9096

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

DAIMLER

R. F. FUGGLE, Ltd.

1952 Daimler Consort, colour black, brown interior, one owner, mileage under 10,000, in every way equal to new; £1,595.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BOON & PORTER, Ltd.

1951 Consort saloon, grey/blue, mileage 21,000, one owner, radio, heater, Cauldwell charger and engine heater, magnificent throughout; £1,195.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4144. [C1022

GUY SALMON AUTOMOBILES, offer:

1939 Daimler 2½-litre sports saloon, genuine 52,000 miles, condition comparable with 1952 model, black/red leather, H.M.V. radio, Ace discs, all new Dunlop Fort tyres, just passed 100% by Daimler service engineers, must be seen to be appreciated; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WOODCOTE MOTOR Co., Ltd., Epsom.

FOUR-DOOR 4-light sports saloon on 4-litre straight eight chassis in exceptional condition, black with swept boot and brown hide upholstery, P100 lamps, twin horns and fog lamps, 1939 design, first registered 1947, 32,000 miles, one owner; £475.—Epsom 1234. [6906

£845!!!—1949 Daimler 2½-litre saloon, faultlessly maintained throughout, many extras; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

DAIMLER

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre special coupe by Barker (1951), black with brown leather, 4,000 miles only, as new; £1,695.

DAIMLER 2½-litre Consort (1952), black with brown leather, 10,000 miles only; £1,350.

DAIMLER 2½-litre Consort (1951), black with brown leather, radio, heater; £1,150.

DAIMLER 2½-litre saloon (1949), blue with blue leather, most attractive; £895.

DAIMLER 4½-litre 7-passenger limousine, dark blue and black, with cloth to rear, in good condition; £450.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [C4022

BROOKLANDS.—Individuality, new and used cars.

1952 Daimler 2½-litre d.h. coupe, choice of two, immaculate.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton (22247), Daimler distributors, offer:—

1953 Consort, black with brown leather, fitted H.M.V. radio, 1,500 miles only, as new. [6808

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 681-2, offer:—

1952 2½-litre Daimler Consort saloon, grey, red leather, one owner, immaculate; £1,295. [C1001

£125—1934 Daimler Light 15 4-door de luxe saloon, a very good example; £65 down.—Below.

£425—Daimler 2½-litre 4-light close-coupled sports saloon, black, in immaculate true Daimler condition; £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 Daimler Consort, 12,000 miles, radio, heater, immaculate; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

CONSORT series, black, maroon leather, 19,000 miles, faultless heater and demister, one owner; £975.—Victoria Playhouse, Aston, Birmingham. [6970

CASS'S MOTOR MART.—1948 Daimler 17 saloon, black, genuine 35,000 miles, one owner written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1950 Daimler foursome drop head coupe, immaculate, 21,000 miles only, £995.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

GUY ALFREDS & Co., Ltd.—1939 Daimler 24hp limousine, privately owned, 37,000 miles only, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

JACK ROSE, Ltd.—1937 16hp Daimler 4-door saloon, reasonably clean inside and out, any examination; £275.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

21000 miles only, 1948 Daimler 2½-litre saloon; £825.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1947 (late) 2½-litre sun saloon black, heater, radio taxed, one owner, 22,000 miles, spotless condition; £750.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [0962/R

1949 Daimler 2½-litre saloon, fitted radio and heater, one owner, taxed Dec., colour blue, whole car as new; £795.—81 Old Church Rd., Chingford, E.4. Tel. SIL 6088. [6955

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment.—Write or 'phone Ralph Clews at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0444

GUY ALFREDS & Co., Ltd.—1947 2½-litre Daimler, fitted radio, can only be described as in Daimler condition; 1939 Daimler 24hp limousine, privately owned, 37,000 miles only, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 series Consort saloon, finished in black with brown leather, low mileage, one careful owner, immaculate condition throughout; £1,075.—George Newman & Co. (Brighton), Ltd., 59-60, Old Steine, Brighton, 1. Tel. Brighton 28102-3-4. [6906

365 gns.—Daimler (September, 1939) 2½-litre saloon, blue, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [C4018

CAMDEN MOTORS for Daimlers.—2½-litre saloon, 1949, a privately owned car in black with rich brown leather upholstery, interior heater, passlights, screenwash expertly and fastidiously maintained, moderate total mileage; £825.

CAMDEN MOTORS for Daimlers.—2½-litre saloon, Sept. 1950, very special car, purchased direct from executors of previous owner and unused since Oct., 1952, owing to ill health of previous owner, recorded mileage 17,100, whole car in completely original condition; £965.

CAMDEN MOTORS for Daimlers.—Another registered 4 months earlier at only £895.

CAMDEN MOTORS for Daimlers, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROYS offer 1939 Daimler 18 saloon, carefully maintained and driven since new, no disappointments on viewing; £385; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

£395—1938 Daimler 17hp saloon, engine completely overhauled at a cost of £150 last month, good looking and thoroughly reliable; with three months' written guarantee, free after-sale service; usual H.P. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Rd.) Three minutes trolley E. Finchley Tube. Finchley 6052/53. [C4065

DAIMLER

LIMOUSINE, 1937/24hp, partition, widest occasionals, privately owned, carefully maintained, reasonable cost.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

REQUIRED, good used Daimler.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0236/R

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on Thames. Kin. 2241-2. [S4053/R

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

7-PASSENGER 1937/38/39 privately owned EL.24 also 1938/32hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

DELAGE

BROOKLANDS.—Individuality, new and used cars.

1951 series Delage D.6 saloon, mileage 9,000.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement
** under "Sports Cars." [C1046

Delage Cars Wanted

REQUIRED, good used Delage.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Delage Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—62, Park St., W.1. [0659/R

DELAHAYE

SELBORNES, world concessionaires.—135M sedanca, 275 miles only; greatly reduced price, £2,550.—62, Park St., W.1. [6508

Delahaye Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—62, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—53-55, East Dulwich Rd., London, S.E.22. New Cross 3704. [0610/R

Dellow Cars Wanted

REALLY good second-hand Dellow required.—Cobb, 50, Harley House, N.W.1. [W1086

GOOD Dellow Mk. II wanted.—Particulars to Semis, 17, Gwendwr Rd., W.14. Ful. 9047. [6953

D.K.W.

4 D.K.W. cars for sale: One all-metal drop head one saloon, fabric; one cabriolet, fabric; and one completely rebuilt saloon.—Below.

B & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat 0871. [0066/R

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362/R

FERRARI

BROOKLANDS.—Individuality, new and used cars.—1952 Ferrari 4.1-litre, 342 chassis, fitted two-door four-seater sports saloon by Ghia, 5,000 miles.—103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

FIAT

1940 500 4-seater at £299.—Below.

CLAIRMONTE BROS. always have several 500 Fiats from £200-£300, some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5285. [C1056

1940 Fiat 500 station waggon, fitted reconditioned engine, gear box and transmission, celluloised bronze, very attractive; £325.—Derrington, 159-161, London Rd., Kingston 5621-2. [C1071

C. V. RUSHMER, the Fiat specialist.—1948 1100C saloon, r.h.d., £140 overhaul by makers, bills available, requires spray; £490; 1948 500 coupe, £395; many others.—39, Holland Park, W.11. Park 5731. [C3061

FIAT 1100, first registered 1950, most attractive 4-door pillarless saloon, head rolls completely back, this is a very special car and well worth inspection; £485.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

MAYFAIR GARAGES, Ltd., have a number of post-war Fiats actually in stock at time of going to press, all plainly price ticketed in our showrooms.—Below.

MAYFAIR GARAGES, Ltd.—1951 500C ohv r/h drive hardtop de luxe coupe, latest type front, Fiat blue with Continental basketwork loose covers, auxiliary seat, extremely smart car with outstanding road performance, 5 months' guarantee; £525.—Below.

MAYFAIR GARAGES, Ltd.—1948 (registered June, 1951) 1100C 4-door pillarless de luxe saloon, l/h drive, recellulosed grey, very smart car with outstanding road performance, 3 months' guarantee, £450.—Below.

MAYFAIR GARAGES, Ltd.—1949 500B ohv r/h drive convertible coupe red, excellent car with outstanding and economical road performance, 3 months' guarantee; £595.—Below.

MAYFAIR GARAGES, Ltd.—1947 500 de luxe hard-top coupe, silver with leather upholstery, reconditioned engine, smart and economical car with outstanding road performance, 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—Pre-war models include the following.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 convertible coupe, in primer grey, to be finished in customer's own colour scheme, 3 months' guarantee, delivery 3-4 weeks; £550.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508C genuine Italian-bodied Viotti drop head foursome, blue, new head, excellent car with outstanding road performance, 3 months' guarantee; £345.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 2nd series 500 de luxe full 4-seater convertible saloon, silver grey, smart car with excellent and economical road performance, 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—October, 1939, 2nd series 500 de luxe convertible coupe, two-tone brown and beige, bumpers, excellent condition throughout, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1939 1500 de luxe l/h drive 4-door pillarless saloon, black with cloth upholstery, unusually well preserved car in outstanding condition throughout, 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe fixed head coupe, grey, excellent condition throughout, 3 months' guarantee; £250.—Below.

MAYFAIR GARAGES, Ltd.—Also many others; send for list and illustrated literature.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-1. [C5009

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

FIAT in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

MAYFAIR GARAGES, Ltd.—£35. Fiat 500, fully reconditioned S/E engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1. Mayfair 3104; open 9-6, Sats. 9-1. [0652/R

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Mddx. (Opp. Bus Depot.) [0099/R

1946 Anglia, one owner; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

ALLAN TAYLOR MOTORS, Ltd., offer:—

1947 Ford Anglia saloon taxed December; £265.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [4957

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Ford Anglia saloon, taxed year, as new throughout; £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

395 gns.—Ford Anglia, 1951 saloon, black, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

345 gns.—Ford Anglia, 1949 saloon, black, reconditioned engine, exceptional condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Ford Anglia, 1940 saloon, pastel green, very good condition; choice of 5 Anglias; terms, exchanges.—Rowland Smith, below.

95 gns.—Ford 8, 1934 saloon, black, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FORD (8 h.p.)

1940 Ford 8 van with 4 seats as utility, recond. engine, very sound and clean; £165.—Below.

1939 Ford 8 saloon, resprayed beige, recond. engine; another 1939, £235; open 8 a.m.-7 p.m. daily.—Thomas Motors, 117, London Rd., Kingston 9415. [6974

1951 Ford 8 saloon, black, perfect condition, £425.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2036

1933 Ford 8 saloon, £85, also 1936 Ford 8 saloon in good condition; £125.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£195—1939 Ford Anglia saloon, excellent condition. Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1952 Ford Anglia, absolutely spotless, taxed; £455.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1949 Ford Anglia saloon, one owner, excellent condition; £350, exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

1949 Ford Anglia, black and green, a very nice car; £375.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

1946 (Dec.) Ford Anglia, reconditioned engine, new battery, loose covers, good appearance; £255.—132, Amery Gardens, Gidea Park. Tel. Romford 6576. [6922

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578/R

PRIDE & CLARKE, Ltd.—1950 Ford Anglia saloons, green/brown, black/brown or beige/brown leather, one owner; choice of three from £369; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

TANKARD & SMITH, Ltd., offer 1949 Ford Anglia, black with green upholstery, very clean car and well maintained throughout; £375; 3 months written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Ford Eight Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Prefect, leather upholstery; £445.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [6716

1939 Prefect saloon, well maintained; £260.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

W. J. BROWN, Ltd.—Used Ford Specialists.

1953 (Jan.) Ford Prefect saloon, black, light brown leather, one owner, 6,600 miles, superb condition, taxed year; £575.

1950 (Jan.) Ford Prefect saloon, black, dark brown leather, most beautifully maintained; £470.

W. J. BROWN Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Ford Prefect, green with brown leather, export model, 14,000 miles; £500.

1948 Ford Prefect, black/brown leather; £385.

COOMBS & SONS (GUILDFORD), Ltd., Portemouth Rd., Guildford. Guildford 62907-8-9. [C1057

£450—Ford Prefect 1950, black, leather upholstery, smart condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1952 Prefect, 6,000 miles; £540.—Light, Rohardo, Bagshot Rd., Bisley, Surrey. 8 a.m. to 6. Brookwood 3204. [6806

365 gns.—Ford Prefect, December, 1947, saloon, black, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Ford Prefect, 1939 4-door saloon, black, sliding head, grey leather, radio, very good condition; taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 (model) Ford 10 4-door saloon, excellent mechanical order, interior fair, exterior good, good tyres and battery; £145, or £50 deposit, balance over 12 months; exchanges, insurance, 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [6864

FORD (10 h.p.)

1949 Ford Prefect, black/red leather, 5,000 miles recon engine, extremely good condition, £450.—Robbins, East Putney. Tel. 4581. [C5010

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

1952 (Aug.) Ford Prefect saloon, fawn, red leather, 5,000 miles, as new, taxed; £525.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. [C4029

1948 Ford Prefect saloon, black, cloth upholstery, in very nice condition; £365, taxed.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

£430—1949-50 Prefect, immaculate condition, choice of 2.—O. P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt. 1107-8-9. [C2024

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect colour beige, leather upholstery, nominal mileage, one careful owner since new, in immaculate condition throughout; £495.—94, Gt. Portland St., W.1. Lan. 1345. [C4015

1949 (August) Ford Prefect saloon (new look) excellent condition, £395; 1946 Prefect saloon £295; also 1939 Prefect saloon £225; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

PRIDE & CLARKE, Ltd.—1952 Ford Prefect saloons, black/beige or beige/brown leather, 5,000 miles and 9,000 miles; from £529; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

W. J. REYNOLDS (MOTORS), Ltd., Main Ford dealers, have among our stock of used cars of various makes a Prefect chassis with front doors and a bench type seat, 1948, so far unregistered, l.h.d., only 185 kilometres and therefore almost as new, ideal for special builder or for conversion to utility or other special body; covered by our usual guarantee, £250.—Ford House, New Rd., Dagenham, Essex. Rainham 710 (8 lines). [C3065

Ford Ten Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5434. [0174/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

£475 cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1952 Ford Consul saloon, black, leather, heater, radio, loose covers, 15,000 miles first-class condition; £695.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

CAR MART, Ltd.

1953 Ford Consul saloon, heater, 100 miles; £815.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

WANSTEAD MOTORS, Ltd., offer:—

1951 Consul, radio, heater, 21,000 miles, opal; £645.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

W. J. BROWN, Ltd., Used Ford Specialists.

1953 (March) Ford Consul saloon, Dorchester grey, red leather, heater, one owner, 2,800 miles, immaculate throughout; £795.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

CONSUL, 400 miles, leather; £755; or exchange smaller and cash.—Box 8865. [6835

FORD Consul, registered 1953, 1,800 miles, black, brown interior, one owner; £725.—Haskins, Ledbroke 1155. [C3027

1951 (November) Ford Consul, heater, small mileage, excellent condition; £675.—Dobsons, Ltd., Staines. Tel. 801. [C1074

1952 Consul, black leather, r. and h., 13,000, one owner, immaculate; demonstrate London area; £725 o.n.o.—Bury St., Edmunds 170. [6876

1951 Ford Consul, beige, leather, heater, wireless, 17,000 miles, exceptional condition; £665.—Plunkett, 1, Cheviles, Rickmansworth, Herts. [6917

1953 Consul, 2,800 miles, radio, heater, leather upholstery, as new; exchange 1949-51 M.G. 1½-litre saloon, cash adjustment; private.—Box 8898. [6935

1952 model (Nov., '51) Ford Consul, black, red leather, radio and heater, immaculate; £695.—Bells Service Garages, 144, London Rd., Kingston-on Thames. Kingston 1185. [C1016

ROSE & YOUNG, Ltd., offer 1951 Ford Consul, fitted radio, heater and leather; £575.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1952 Ford Consul, radio, heater, loose covers, spot and reversing lights, windscreen washers, one owner, exceptional £655, terms, exchanges.—Bradstock Motors, 1 Chase Rd., Epsom. Tel. Epsom 633. [6898

1951 (June) Consul saloon, leather, radio and heater, many extras, one owner, 14,000 miles, indistinguishable from new; £650; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1690/7067. [C5034

1952 model Ford Consul, channel green, leather, radio, heater, over-riders, recorded mileage 5,581, exquisite motor car; £699; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZEPHYR

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £755.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 (November) Ford Zephyr, blue, with blue leather, heater, 4,000 miles only; £800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9 [C1057

1953 (July) Ford Zephyr saloon, 500 miles.—Weybridge 600. [C4023

1951 Zephyr, mileage 12,000, immac. cond., spare unused, rad. and heater and covers; lowest £695, no offers, no dealers.—Box 8825. [6794

1953 Ford Zephyr saloon, heater, 2,500 miles; £845.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568. [C1027

1952 (Sept.) Ford Zephyr saloon de luxe, leather, 7,000 miles only, immaculate condition; £795; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1951 Ford Zephyr saloon, leather, radio and heater, 15,000 miles, indistinguishable from new; £695; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1690/7067. [C5034

645 gns.—Ford Zephyr, 1951 saloon, duo-green, leather, radio, heater, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

FORD (V.8)

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 17,000 miles; £525.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

GUY SALMON AUTOMOBILES offer:—

1950 Ford Pilot saloon, 28,000 miles, heater and radio, a very good example; £495.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

FORD Pilot 1948/49, one owner, superbly maintained, almost unmarked; £450.—Bartlett, 27, Pembridge Villas, W.11. [C1013

PILOT saloon, black, radio, heater, 16,000 miles, unused spare; £475.—45, Shirehall Park, N.W.4. Hendon 1648. [6873

1950 Ford V.8 Pilot saloon, black with brown, radio, chauffeur maintained; £500.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

£250—1938 Ford V.8 22hp, in magnificent condition throughout, real hide interior, taxed till December; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Ford V.8 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

FORDSON 10cwt estate car, new, immediate delivery, 7-seater, fully folding seats; £610/5/10.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

£215 bargain! 1941 Ford V.8 22hp utility, excellent condition, any trial.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

FORD Dagenham utility, 1939 910 V.8 30hp, genuine condition, one owner, only used for private estate purposes; £525.—Lawrence, Shepherds Bush 3567. [6914

UTILITY—FORD OR OTHER BODIES

1950 Ford 10 Martin Walter utilecon, plush seats, low mileage; £425; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

AMERICAN FORD

ON all matters of sales spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

AMERICAN Ford V.8 Customs (registered May, 1951) 4-door saloon, black, radio and heater, low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Ford cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

FORD in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018

FORD 8/10 urgently wanted, 1936-40 model; good price for good car.—Harrow 1436. [W1064

WANTED, Ford 8/10, after 1936, saloon or tourer, no objection to repairs.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [W2011

£700 £750 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers, service and all spares. [0095/R

GUARANTEED, reconditioned starters, 8hp £5/4, 10hp £5/11/4; dynamos, £4/15; despatched c.o.d. on receipt of old unit.—A.B.S., 11, St. Mary's Gate, Rochdale. [5052

WE have one of the biggest stocks of Ford spares in the country from model A, V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned E/D engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). And 66, High St., East Ham, E.6. Grangewood 1130. [S5062/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

VINTAGE AUTOS, offer:—

1939 Frazer Nash-B.M.W. type 327 drop head coupe, just completely reconditioned at a cost of £400, resprayed, re-upholstered, new hood, carpets, etc., five new Whitewall tyres, Marchal lamps, etc.; this car looks, like a 1950 model and is in concours condition throughout; £665; see under Sports Cars.

VINTAGE AUTOS., 66, London Rd., Tooting, Tel. Mitcham 3951. [C4039

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041/R

£375!!!—Frazer Nash-B.M.W. de luxe saloon, magnificent bodywork, tremendous chassis, 2-litre model, owned by enthusiast, and no one looking at this vehicle would possibly believe it to be 14 years old; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

195 gns.—Frazer Nash-B.M.W. 1936 2-litre foursome drop head coupe, leather, very good condition; choice of 4 F.N.-B.M.W.s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2. Offer:—

1948 Healey Duncan saloon, ivory, red leather upholstery, fitted with loose covers, heater; £695.

1951 Healey Tickford saloon, grey, red leather upholstery, radio, heater, telecontrol shock absorbers, excellent order; £1,075.

1951 Healey Tickford saloon, maroon, beige leather upholstery, speedo reading 5,000 miles only, literally as new throughout; £1,150.

NEW Healey Abbott coupe and Tickford saloon for immediate delivery. [C1001

BROOKLANDS: Sole Concessionaires, Healey.—New saloon, coupe and convertible 3-seater; delivery from stock.

1952 Healey Tickford saloon, 9,600 miles, heater.

1952 Healey 3-litre convertible, 5,000 miles.

1951 Healey Tickford saloon, one owner, radio.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

BARTLETT.—Healey 100mph standard sports 4-seater, 26mpg, superb condition; £625.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1015

DAVIES MOTORS, Ltd.—Used and new Healey drop head coupe models for immediate delivery from stock.—257, London Rd., Staines. Tel. Staines 4211-2-3-4-5, or (private) Walton-on-Thames 1562. [C1080

SILVERSTONE.—Rudd's recommend a superb 1950 E type, carefully maintained; total 13,500 miles and just subject to extensive modification including high compression piston, close ratio gears, modified clutch, flywheel, etc.; all-weather equipment, taxed; engineer's report available; £785; terms, exchange.—65, Victoria Rd., Worthing 4635 [6867

Healey Cars Wanted

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. [W2018

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045

BARTLETT.—Healey Abbott coupe urgently required.—27a, Pembridge Villas, W.11. [W1013

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2, urgently require Healey cars, all models. [W1001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

ACRES offer:—

1952 Hillman Minx d/h coupe, maroon with red leather, heater and radio, practically unmarked; £665.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1952 Hillman Minx Phase V saloon, 5,000 miles; £715.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

ELITE MOTORS offer:—

1939 Hillman Minx 4-door de luxe saloon, black, brown, exceptionally well-maintained vehicle, very clean coachwork and interior; £285.

1939 Hillman Minx foursome drop head coupe, black, red leather interior, really good sound condition, excellent hood and tyres, recently re-chromed; £295.

1950 Hillman Minx phase 4 saloon, choice of two models, both fawn cellulose with red leather interior, moderate mileages, one fitted with radio; £565 and £575.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

J. DAVY OF KENSINGTON.

400 miles only.—Minx coupe, 1953; £725; exchanges welcomed.—180-4, Kensington High St., Wes. 9641; and 215, Brompton Rd., S.W.3. Ken. 1108. [C1069

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon, special export model; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

SWANMORE GARAGE offer:—

£475.—Hillman Minx 1948 drophead 4-seater, perfectly maintained, complete record of servicing throughout; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth.—Tel. Southbourne 43344. [C4024

KNIGHTSBRIDGE MOTORS, Ltd.

1951 Hillman Minx saloon, black with brown leather, 15,000 miles only, radio, heater, one owner, first-class condition throughout; £625.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065

WARWICK WRIGHT, Ltd., offer:—

1951/53 Hillman Minx saloons and convertible coupes, many fitted heater, radio, all low mileage; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

CHARLES FOLLETT, Ltd., offer:—

1952 Hillman Minx sal., beige, red leather, one owner, 5,400 miles only, as new, 3 months' guarantee; £695.

1951 Hillman Minx sal., black, beige interior, one owner, regularly serviced and carefully driven; offered at keenly competitive price £565.

18, Berkeley St., W.1. Mayfair 6266. [C2010

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

HILLMAN Minx drop head coupe, August '51, as new; £635; p/e and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

ANDOVER MOTOR Co., Ltd., offer:

1949 Hillman Ph. III, black/light blue cloth, fully overhauled; £450.

1951 Hillman Ph. IV, pastel blue/dark blue, in extremely nice condition at £600.—Andover, Hants. Tel. 3405. [C1003

£395.—Hillman Minx 1947 black, smart bodywork and interior condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1953 Hillman 10 convertible coupe, 4 months old, 6,000 miles.—Te., Winchester 2955. [C1010

1953 (May) Hillman Minx, latest type, blue, 2,300 miles only, like new; £745.—Below.

1952 (September, 1951, delivery) Hillman Minx saloon, black, heater, 11,000 miles; £650.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1950 Hillman Minx saloon, black with red leather upholstery, fitted radio and heater; £525.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1940 Minx saloon, £145 reconditioned; £325.—Speedsters, Ltd., Horley 628 (See Sports Car column.) [C4020

1938 Hillman Minx saloon, black, sun roof, green leather interior; a good car at the low price of £185.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1947 Hillman Minx saloon, guaranteed; £375; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1953 (Feb) Hillman Minx drop head coupe, 6,000 miles; £725.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777). [6868

1953 Hillman Minx saloon, new, works mileage only, radio, heater; list price; terms or part exchange arranged.—Sloane 5371. [6805

1950 Hillman Phase IV, 18,000 miles, grey/red, as new; £525.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [C2014

1948 Hillman convertible, blue, radio, attractive car in fine condition; £435.—"Maranda," Kit Kats Rd., Canvey Island, Essex. [6920

1950 Model Hillman Minx Phase IV, 20,000, green leather, perfect; £545 o.n.o.; demonstrate London area.—Bury St. Edmunds 170. [6875

1948 Phase II Minx saloon, black, excellent condition; £450.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£395!!! 1947 Hillman Minx saloon, in spotless condition throughout, also choice 2 others, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 (March) Minx saloon, Phase VI (new model), 3,000 miles, green/beige; £725; trade welcomed.—College Motors, Ltd., Bristol 24041. [6813

WALTER SCOTT, Ltd.—1947 Hillman Minx saloon, black, exceptional condition; £375.—59, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914.

1950 model Phase IV Hillman Minx saloon, fitted heater, a one-owner car in excellent condition; £499, terms, exchanges.—Bradstock Motors, 1, Chase Rd., Epsom. Tel. Epsom 653. [6897

1951 model Mark IV saloon, fawn with red leather, fitted with heater and Fram filter, in excellent condition throughout; £585.—Robbins, East Putney. Tel. 4581. [C3010

1947 Model Hillman Minx saloon, blue, one owner, exceptional condition throughout; £410.—Broadway Motor Co., 48-50, Hartfield Rd., Wimbledon, S.W.19. Liberty 2404. [6723

1948 Hillman Minx drop head coupe, grey, beautifully maintained, reconditioned unit just fitted; £485.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [W1065

£250!!!—1942 Hillman Minx 10hp saloon, one owner; genuine bargain; exchanges; 20 others.—Traynor Motors, Ltd., 135, High St. South, East Ham, E.6. Tel. Grangewood 5834. [C4052

1951 (November) Minx saloon Phase 5, black, red leather, 22,000 miles owner driven, excellent condition, taxed December; offers over £580.—Stratis, 5, Edward House, Plantagenet St., Cardiff. [6882

NAYLOR & ROOT.—1947 Hillman Minx saloon, smoke grey, blue hide, recon. engine, new tyres; any trial; £365; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

HILLMAN 10

1947 Hillman Minx saloon, one owner; £395; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

645 ms.—Hillman Minx, October, 1951, phase V drop head coupe, black, one owner, small mileage, spare unused, almost new condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1953 Hillman Phase V saloon, blue/red leather, 1,000 miles, £699; 1951 Phase IV convertible, blue/red leather, 17,000 miles, £559; 1949 saloons, green/grey or black/brown leather, heater, one owner, choice of 3 from £469; 1947, blue/blue interior, heater, radio, £349; 3 months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5068

HILLMAN 14

CASS'S MOTOR MART.—One owner 1939 14 Hillman saloon de luxe, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

Hillman Cars Wanted

CMTR

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R

ROWLAND SMITH'S. The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

BMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MMAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

RROCHESTER.—(Chatham 2231.)

RWROTHAM Heath.—(Borough Green 4.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0108/R

SLOCOMBES, Ltd., Willesden 4869.

WE wish to purchase clean and genuine Hillman cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

REALLY good second-hand Hillman 10 required.—Cobb, 30, Harley House, N.W.1. [W1086

£650 cash waiting for best Hillman or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

C. A. PETO Ltd., 42, North Audley St., W.1 wish to purchase immediately late model Hillman Minx.—May 3051. [W5043

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0088/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 6585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0458/R

HISPANO-SUIZA

£375!!—Magnificent 30/120 Hispano, fitted sports saloon body by Chapron of Paris, new tyres, taxed, registered Dec., 1937.

BRIAN FINGLASS, Bugatti Sales and Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 5951. After 6, Tulse Hill 4755. [C2009

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [7544

HOTCHKISS

METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon, Cotal gear box, low mileage, excellent condition; £950.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY ALLREDS & Co., Ltd.—1940 Hotchkiss 10hp drop head lovesome, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

HOTCHKISS

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2. Offer:—

1936 Hotchkiss 3½-litre Paris-Nice saloon, finished black, brown, beige leather upholstery; £595. [C1001

Hotchkiss Cars Wanted

REQUIRED, good used Hotchkiss.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

H.R.G. Cars Wanted

REQUIRED, good used H.R.G.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

HUDSON

DICKS

1939 saloon 17hp, steering column change, excellent condition; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

£285.—1940 Hudson Country Club saloon, black, brown hide, excellent runner, smart appearance; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£295!!! The most magnificent Hudson 22hp drop head coupe we have ever had; immaculate condition, thousands of extras value over £100, a real enthusiast's delight; this one you cannot miss! 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

GEARS, parts.—Reconditioned, guaranteed gear boxes, suspension, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0455

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service; quote chassis number.—85-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

ACRES offer:—

1949 Humber Super Snipe, green and brown leather, heater and radio, beautifully kept and maintained; £625.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1950 Humber Pullman limousine, radio, heater, 34,000 miles; £1,095.

1952 Humber Pullman limousine, heater, 16,000 miles; £1,450.

1952 Humber Super Snipe saloon, radio, heater, 11,000 miles; £995.

1951 Humber Super Snipe saloon, 7,000 miles; £865.

1951-52 Humber Hawk saloon, heater, 12,000 miles; £845.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

SCOTT CARS offer:—

1953 (July) Humber Super Snipe, works mileage, substantially under cost; £1,425.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

CYRIL SHEPPARD offers:—

1943 Humber Snipe (19hp), one owner, low mileage, excellent throughout; £475.—Sheppards Hill, Reading. Sonning 2545. [6154

SWANMORE GARAGE offer:—

1953 Humber Super Snipe, very latest type, 5,000 miles only, £100 extras, list price £1,462 or near offer or exchange Rolls-Royce, Bentley or similar car with cash adjustment; exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth.—Tel. Southbourne 43544. [C4024

TOM GARNER, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, bottle green with beige upholstery, heater, radio, loose covers, 4,000 miles only; £1,095.

1952/3 Humber Imperial Mark III saloon, 7-passenger saloon, black, with brown leather, 350 miles only; £1,545.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

HUMBER 12 1937-8 2-door, excellent condition; £200, offer.—Keeper's Cottage, Groombridge. Tel. 315. [6790

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Super Snipe saloon, black with red upholstery, heater, recorded mileage 9,560; £1,095.

1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,880; £1,095.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

KAH SALES OF HARROW offer:—

HUMBER Hawk saloon, 1949, carefully used; £595.—50/56, Northolt Rd., South Harrow. Byron 5544. [C2056

CHARLES FOLLETT, Ltd., offer:—

1949 Humber Pullman limousine, black, one owner, 22,000 miles only, loose covers, fitted front and rear since new, heater, exceptional condition throughout, tyres good; £965.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd., offer:—

1952/53 Humber Hawk saloons, many fitted radio, heater, all low mileage; from £845.

1953 (series) Humber Super Snipe saloon, grey, 8,000 miles; £1,295.

1952 Humber Hawk touring limousine, black, radio and heater, cloth rear interior, 17,000 miles; £895.

1953 Humber Super Snipe touring limousine, black, radio and heater, 1,000 miles; £1,475.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1948 Humber Hawk saloon; £485.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. [C2019

GUY SALMON AUTOMOBILES offer:—

1951 Humber Super Snipe saloon, satin bronze, brown leather, radio, 12,000 miles from new, faultless condition throughout; £845.

1951 (series) Humber Super Snipe saloon, black, brown leather, 50,000 miles, heater, excellent specimen; £735.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

GUY SALMON AUTOMOBILES offer:—

1952 Humber Super Snipe Mark IV, overhead valve, radio and heater, immaculate condition; a unique opportunity to purchase the latest model at a saving of approximately £400; £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001/1

HENDON CENTRAL GARAGES, Ltd., offer:—

1949 Humber Hawk (new look type), taxed year, fitted radio, in excellent condition; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C2034

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1951 (Aug.) Humber Hawk saloon, satin bronze, red leather upholstery, moderate mileage, one owner and chauffeur maintained since new; £765.

PHŒNIX MOTOR Company (SURREY), Limited, Sutton, Surrey. Vigilant 1121. [C3044

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1946 Humber Snipe, grey and beige leather; £450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers

1950 series Humber Super Snipe, metallic grey, this car is in immaculate condition throughout, one owner, nominal mileage; £675.

1950 Humber Hawk saloon, bronze, red upholstery, heater, really immaculate condition; £635, p.e. and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7605 (5 lines). [C1008

HUMBER Hawk 51 model, nominal mileage, one owner; £650.—Valentine 4674 before 10 a.m. [C2018

1952 Humber Hawk, beige, red leather, one owner, £865.—Odeon Motors, Ltd., Barnet 4100. [C3028

£325.—Humber 21, 1939 but 1949 condition; 2 owners, small mileage; perfect.—Autosnipe, 5, Balham High Rd., Balham 1509. [C1009

1951 Humber Super Snipe, black, fawn upholstery, one owner, attractive car; £745.—Harvey Hudson, Ltd., London, E.18. Wanstead 0056. [C2059

HUMBER limousine Pullman knife-edge, first regd. 1949, very smart and sound; £475.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

1951 Humber Imperial saloon, black with beige leather, radio, licensed Dec. 31st; £905, or near offer.—Sandbeck Motors, Ltd., Wetherby. Tel. 129. [6838

1953 Humber Super Snipe, Mark IV, reg. April 1953, 4,000 miles; radio, heater, 5 extras, gun metal, as new; £1,350.—Robb, Hexham. Tel. Hexham 460. [6909

£565.—Super Snipe Mark II, 1949, extremely smart and mechanically excellent.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

HUMBER

1951 Humber touring limousine, black, moderate mileage, one owner, as new; £800.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7611. [C4011

1948 Humber Super Snipe saloon, excellent condition, good tyres, taxed year, l.h.d.; bargain; £325.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1252. [C1078

17000 miles.—1949 Humber Super Snipe, black with brown hide upholstery, one owner, carefully used.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

JACK ROSE, Ltd., offer: 1952 (August) Humber Super Snipe saloon, in black, 10,000 miles, one owner, cost £1,650, accept £975.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

HUMBER Imperial saloon, black, 1939, radio and heater, loose covers, chauffeur maintained, mechanically 100% indistinguishable from new car; £375.—Campbell Symonds, Wembley 6262. [C1057

1950 Humber Super Snipe saloon, 1st regd. 31/8/50, black with brown leather, heater, one titled owner, chauffeur kept, in very good condition; £775.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C3053

1951 model Humber Hawk saloon, big engine, black with red upholstery, one owner, excellent condition throughout; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£615 !!!—Specimen 1949 Humber Hawk saloon black, guaranteed low mileage, everything sparkles and mechanically it is superb.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3024

1950 model Humber Super Snipe, grey, H.M.V. radio and heater, most immaculate car, regularly maintained by distributors; £585.—G. E. Harper, 1, London Rd., Stevenage. Tel. Stevenage 700. [6653

1952 Humber Super Snipe, black with red leather, 4,480 miles, radio and heater, newish condition throughout, fine opportunity; £975, or part-exchange.—E. J. Baker & Co., Ltd., Dorking 3822. [6910

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

ARCHIE SIMONS & Co., Ltd.—1947 Humber Super Snipe, colour black, fitted attractive loose covers and factory reconditioned engine, one owner only, fine example of a fine car; £475.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

HEARSE Phase III (unregistered) 3-door, 6-Bearer Deluxe Coachwork, lavish equipment, exclusive design (ready service) competitive price, (brochure despatched). Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

CAMDEN MOTORS for Humbers.—May, 1951, Pullman limousine, Phase III model, with late type suspension, rimbellishers, twin heaters and built-in radio, one titled owner, chauffeur driven and serviced by distributors since new, the whole car being in practically faultless condition throughout; £1,195.

CAMDEN MOTORS for Humbers.—Hawk saloon, first registered and delivered January, 1949, steering column gear change, radio and heater, exceptional value at £535.

CAMDEN MOTORS for Humbers.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

NOV., 1950, Humber Hawk 2,267cc 4-light sliding roof saloon, finished black with brown upholstery, all cellulose and interior is unmarked throughout, fitted with 6 40×15 tyres, this car is in magnificent condition, fitted with many extras, including heater, spotlight, Rimbellishers, extra mirrors.

TERMS and part exchange arranged; £715.

PAUL STREET GARAGE, Ltd., 20, Paul St., London, E.C.2. Bishopsgate 6781-2-3-4. (Nr. Liverpool St. Stn. or Moorgate Underground.) [6872

LIMOUSINE, 1947, Pullman, partition, forward occasionals, black, mileage 26,000, original private owner, £735, another similar, £685.

LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from £895.

LIMOUSINE, 1950/51, partition, forward occasionals, leather throughout, radio, heater, small mileage low cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Humber Super Snipe.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HUMBER in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018

PRIVATELY owned Super Snipe.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

£800 paid for best 1951½ black Humber Hawk, under 10,000 miles.—Details Box 8697. [6934

1949-51 Humber Pullman limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0530/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 160-184 Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co. Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

Humber Cars Wanted

CMT THE CAR MART Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0672/R

RROOTES, Ltd.,
DISTRIBUTORS.
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 6411.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
MAIDSTONE.—(Maidstone 3333.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
CANTERBURY.—(Canterbury 3252.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0598/R

GEARS, parts.—Reconditioned guaranteed gear boxes, shock absorbers, repairs.—10, Winchester Mews, N.W.3. Prim. 2647. [0378

INVICTA

BARTLETT.—Invicta Classic 100mph low chassis 2-4-seater, rebuilt at cost of over £500; price £475.—27a, Pembridge Villas, W.11. [C1013

JAGUAR

HHENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0037/R

ACRES offer:—

1950 Jaguar 3½ saloon, black with brown leather, heater and radio, as new; £850.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

1950 Jaguar 3½-litre Mark V saloon, radio, heater, 23,000 miles; £825.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

THE Cooper Car offer:—

1951 Jaguar XK120, 18,000 miles, perfect condition, new tyres, many extras; this is Mr. John Cooper's personal car and has never been raced; £945.—Tel. Elmbridge 3346. [6625

ROSE & YOUNG, Ltd., offer:—

1952 Jaguar Mark VII, 10,000 miles only, fitted radio, immaculate, metallic grey; £1,425.

1951 X.K.120, 8,000 miles, spare unused, one owner, metallic silver; £1,065.

1950 Jaguar Mark V saloon, 23,000 miles only, one owner, fitted radio, immaculate; £835.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

£595.—1949 Jaguar 2½-litre saloon, carefully maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

H. A. SAUNDERS, Ltd., of Worcester.

1950 Jaguar Mk. V saloon, black with brown leather; £850.
AUSTIN House, Worcester. Tel. 2368. [C4005

GUY SALMON AUTOMOBILES offer:—

1952 (Dec., '51) Jaguar Mark VII saloon, very dark green/green leather, special chromium-plated Ace perforated discs, 18,000 miles, one owner, expertly maintained; £1,450.

1949 Jaguar 3½-litre Mark V saloon, 32,000 miles, condition very good for mileage; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Jaguar Mk. V saloon, green; £985.

1951 Series Jaguar Mk. V saloon, green; £1,025.

1952 Jaguar Mk. VII saloon; £1,595.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Euston 6611. [C2023

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jaguar Mark VII, grey with red leather, 7,000 miles; £1,525.

1951 Jaguar XK120, grey and beige leather, all modifications, wire wheels, racing seats and screens, spare rear axle, one of the fastest models in the country; £1,250.

1951 Jaguar XK120, green/green leather, 22,000 miles, guaranteed; £1,075.

1950 Jaguar Mark V saloon, grey with blue leather; £975.

1948 Jaguar 3½-litre foursome drop head coupe, grey, fitted with discs, radio, etc., 44,000 miles, one owner since new; £600.

1947 Jaguar 3½-litre, black, with brown leather, discs, heater, etc.; £475.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

PARADE MOTORS (MITCHAM), Ltd., offer:—

JAGUAR 100 1938 2½-litre, black and red, engine just reconditioned, yet to be run in; £465.
PARADE MOTORS (MITCHAM), Ltd., 66-67 Monarch Parade, Mitcham. Tel. Mitcham 3592. [C3036

1953 Mark VII, black, 10,000 miles, radio; £1,635.—Below.
1951 XK120, black, perfect condition, not raced; £1,055.—Mansfield Autos, Ltd. Euston 2587. [C3001

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1953 (April) Jaguar Mark VII saloon, 5,000 miles, black, taxed year; £1,745.—Below.
1953 (July) Jaguar Mark VII saloon, 150 miles only, black, red leather, taxed year; £1,825.
RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair London, W.1. Hyde Park 2952-3-4. [C3052

1949 3½-litre saloon, grey, radio, heater, ship; £525.—Campbell Symonds. Wembley 6262. [C1057

1953 (July) Jaguar Mk. VII saloon, black, 300 miles; £1,825.—Poplars, Duston, Northants. [6952

BEARTS OF KINGSTON, Jaguar specialists, sales, spares repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

1950 Jaguar Mark V saloon, one owner; £895.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1939 Jaguar 1½ drop head coupe, guaranteed; £260; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C0059

1937 2½-litre Jaguar saloon (body and front axle badly damaged in accident); offers invited.—Egham Motor Co., Egham. [6795

1952 Jaguar Mark VII, 7,000 miles, absolutely immaculate; £1,645.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1950 Jaguar Mark V saloon, black, beige upholstery, fitted radio and heater, 19,000 miles, one owner, immaculate condition; £895.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

495 ens.—Jaguar, September, 1947, 3½-litre saloon, black, sliding head, leather, heater, excellent condition; terms, exchanges.—Rowland Smith, below.
195 ens.—Jaguar, November, 1937, 2½-litre saloon, black sliding head, leather, very good condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6081. [C4018

1950 Mark V saloon, finished in gunmetal grey with red leather, radio, heater, etc., a one owner car; £845.—Robbins, East Putney. Tel. 4581. [C5010

1939 1½-litre Jaguar saloon, metallic grey, red leather, exceptional condition; £550.—Woking Motors (Maybury Hill) Ltd. Woking 1928. [C4057

1952 Jaguar Mark VII saloon, like new; £1,550; consider part exchange.—Grange Farm, Everton, Lymington, Hants. Tel. Milford-on-Sea 2567. [6964

JAGUAR 2½-litre 4-door black saloon, very good condition, engine reconditioned last month (June), must sell; £275.—Curtis, Dean Lane Camp, Merstham. [6943

1948 3½-litre Jaguar, grey, red upholstery, Ace discs, 29,000 miles, in superb condition; £595.—Four Went Ways Garage, Abington, Cambs. Sawston 117. [6957

JAGUAR

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1940, Jaguar green, fitted discs, passlights and windtones, very good performance; £345.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1939, engine reconditioned some 8,000 miles back, particularly good mechanical order with original coachwork; £345.

CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1939, later registration than above and attractively finished in satin bronze with special pigskin upholstery, a nice car all round; £365.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp drop head foursome coupe, June 1939, pastel green with dark grey mohair hood, fitted radio and discs, rebored and sleeved January this year and in extremely good all-round condition; £395.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1946, just fitted works replacement engine and overhauled by the makers, a really fine car; £485.

CAMDEN MOTORS for Jaguars.—Also a 1947 model in black at £495 and a very late 1947 model, full special equipment series.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1949 series, a one-owner car in black with immaculate leather upholstery, full special equipment model with heater, Motorola radio and Ace wheel discs, expertly maintained, nominal mileage; £675.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1938/9, fitted Smiths heater, fog and passlights, etc., outstanding order; £295.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1947, fitted Ace discs, tailored seat covers, heater, etc., recently recellulosed in metallic grey, red leather upholstery, excellent tyres; £495.

CAMDEN MOTORS for Jaguars.—3½-litre competition model 100 2-seater, 1938/9, very striking appearance in pastel blue with cream leather interior, reconditioned mechanically in August last year, full equipment, hood, tonneau cover, screens, stoneguards, badge bar, windtones, passlights, outstanding condition; £450.

CAMDEN MOTORS for Jaguars.—3½-litre drop head foursome coupe, 1939, fitted new hood and five new Goodyear Eagle tyres in April this year, attractive appearance and very good performance; £545.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1939, fitted radio and heater, Nu-way protective mats, a really nice car; two other 1939 models, one at £295 and £365.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1947, late registration, numerous extras, radio, twin fog and passlights, Ace discs, seat covers, heater, etc., a most desirable car; £535.

CAMDEN MOTORS for Jaguars.—Two other 1947 3½-litre saloons, one at only £495.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1948, black/red leather, purchased locally from fastidious owner, previous history known, fitted discs, heater, etc.; £595.

CAMDEN MOTORS for Jaguars.—Mark V saloon, immaculately finished in silver-grey with red leather interior, outstanding condition, all extras; choice of two from £845.

CAMDEN MOTORS for Jaguars.—Mark VII saloon, December 1951, low mileage example, finished in black with red leather; £1,595.

CAMDEN MOTORS for Jaguars.—Mark VII saloon, 1952, condition as new throughout, pastel green with green leather upholstery, radio, heater, etc.; £1,645.

CAMDEN MOTORS, the Jaguar Specialists.—The above are just a few models picked at random from our amazing selection of Jaguars.—Call, write or 'phone for further details:—
CAMDEN MOTORS, the Jaguar Specialists, Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. [C1055

1951 Jaguar XK120, fitted all modifications and numerous extras, excellent condition; £1,150 o.n.o.—Leslie Wood, Humming Bird Garage, St. Albans 2050. [C2012

1950 Jaguar Mark V, fitted with Mark IV coachwork, not a lash-up, but genuine works car; £600.—Simmons, 12, Rex Place, Mayfair, W.1. Grosvenor 2635. [C4014

£215.—Jaguar 2½-litre saloon, maroon, silent, fast, economical, bright unrusted cellulose, smart interior, discs, Windtones.—13, Gloucester Rd., S.W.7. (Evenings.) [6975

1952 (July) Jaguar Mark VII saloon, mileage 12,000 only, one owner, colour grey with red upholstery, taxed, immaculate condition; £1,595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1940 Jaguar 3½-litre saloon de luxe, new 16in wheels fitted, Mark V type headlamps fitted, low mileage since new, immaculate throughout; £465; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube) [C1054

1953 Jaguar Mark VII, pastel blue, blue interior, under 9,000 miles, H.M.V. radio; best offer over list price.—Malcolm Motors, Ltd., Broadway, Leigh-on-Sea. Leigh-on-Sea 78206. [6854

1951 (Feb.) Jaguar Mk. V 3½ saloon, black, 25,000 new battery, tyres, decarbonised, Rimbellishers, heater, beautiful condition, taxed, maintained regardless, bargain; £945.—Owner: Mullard, Witney, Oxon. Tel. Witney 118. [6855

1948 Jaguar 3½-litre sports saloon, just overhauled, extras include heater, radio, spotlamps, seat covers, genuine bargain, taxed; £545.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Tel. Ilford 3151-2. [6901

JAGUAR XK120 1951 model, bronze, one owner, racing modifications including twin exhaust system, 8-1 compression ratio, high lift camshafts, racing clutch, etc., 19,000 miles only; £975.—C. H. Truman & Co., Ltd., Mansfield Rd., Nottingham. Tel. 43087-8-9. [6786

JAGUAR

1952 Mark VII Jaguar, black/red leather, available at £150 below list price.—Camden Motors, the Jaguar Specialists, Leighton Buzzard, Beds. 'Phone 2041. [C1055/1

XK120 18,000 miles, twin exhausts, high lift cams, Lifeguard tubes, almost new tyres, H.M.V. (5) radio, windscreen washing, heater, new hood, two flamethrow lamps, Rimbellishers, pastel blue, never raced, any trial or inspection welcomed, December 24th, 1950, registration; £1,050 o.n.o.—B.K.S. Engineering, Ltd., Southend Airport, Southend-on-Sea, Essex. Tel. Rochford 56496. [6475

XK120 1951, genuine 15,800 careful miles, unraced, uncrashed, original unmarked cellulose in silver with red leather unworn, definitely one of the best on offer irrespective of mileage; £1,099. Another, 22,000 genuine miles, unraced, unmodified and in excellent condition at £1,075; terms arranged, exchanges, written guarantees and engineer's report.—Rudd's, 65, Victoria Rd., Central Station, Worthing 4655. Evenings Hove 35905. [6749

Jaguar Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

ROWLAND SMITH'S. The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Jaguar car, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3651-2-3. [W4002/R

BARTLETT.—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. [W1015

OFFER your Jaguar to Rudds, 65, Victoria Rd., Central Station, Worthing 4655. [6422

JAGUAR wanted in good condition for cash.—Valentine 4674 before 10 a.m. [W2018

XK120 wanted in good condition for cash.—Valentine 4674 before 10 a.m. [W2018

PRIVATELY owned XK120.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W5041

1946/49 1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [W2057

XK120 wanted, immediate cash waiting, ivory preferred.—135, High St. South, East Ham, E.6. Grangewood 5854. [W9052

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—521, Romford Rd., Forest Gate, E.7. Maryland 4816. [0454/R

Jaguar Spares and Service

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Service Station.
GREAT West Rd., Brentford. (Ealing 3477).
SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.
QUICK completion of repairs. [0565/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 3651-2-3. [S4002/R

PEERLESS MOTORS Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4816. [0455/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0591/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

UNREGISTERED Jeep, fitted new utility body, special offer; £245.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0820/R

£120 buys a special bargain.—See Metamet famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.—MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. [0241/R

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autework, Ltd., Winchester. Tel. 4834. [C1010

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (See Jeep Spares below). [C3066

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked, exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—551-555, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. [S3066

JENSEN

BROOKLANDS.—Individuality, new and used cars.

NEW Jensen Interceptor saloon available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

WM

WELBECK MOTORS, Ltd., largest Jowett stockists in the country, proudly present another selection:

ALL these cars are covered by our no-condition, no-reservation, 3 months' guarantee under which any defect is made good free of all charge:—

1950 Jowett Javelin saloon de luxe, in black with brown leather, this car is the finest 1950 Jowett we have ever found, chauffeur driven since new, it must be one of the most faultless and original 1950 cars in the country, priced at £645.

1952 Jowett Javelin saloon de luxe, in maroon with beige leather, very low mileage, works maintained since new, this car was the property of an engineering concern and we hold their maintenance record since new; there can be very few cars in the country which have been nursed like this, indistinguishable from new, it represents amazing value at £735 (with radio) or £720 (without).

1953 Jowett Javelin saloon de luxe, in gold with red leather, very latest type, under 5,000 miles, supplied new last May, costing nearly £1,000 with extras (including windscreen washers, special fog lamp, and Bray water heater), this car is of course as brand new and at our price of £875 represents a saving of £125.

1952 Jowett Jupiter sports convertible (Jowett coachworks) in British racing green, H.M.V. radio, we have just fitted new latest-type 1953 engine and gear box, we have also fitted a new hood and altogether have spent £130 bringing the car to our as-new standard of perfection, priced at £750, we are losing money on this one, but we can't have it our way all the time.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Stn.). Welbeck 3991 (6 lines). [C4049

CAR MART, Ltd.

1951 52 Jowett Javelin de luxe, 9,000 miles; £745.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1030

NEWNHAMS, Ltd.

1951 Jowett Javelin de luxe saloon, green, one owner; £675.

NEWNHAM House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. [C3024

B. J. HUNTER, Ltd., offer:—

1953 Jowett Jupiter coupe, unregistered, works mileage, shop soiled; bargain, £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1949 Jowett Javelin saloon, finished black, beige leather, radio, heater, very good order; £535. [C1001

1951 (Oct.) Javelin de luxe saloon, one owner, supplied and serviced by us, immaculate; £745.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053/1

JOWETT

F. FAIRMAN & SONS, Ltd., East Surrey Distributors, Complete Spares Stock.—Horley, Surrey. Tel. Horley 17. [0961/R

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 5641-2 [0463/R

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1953 (Apr.) Javelin de luxe, gunmetal, red leather, 2,000 miles; £825 o.n.o.—W. Benson, Gedney Hill, Nr. Spalding. [6905

1952 Jowett Jupiter Special Sports; £750.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

£510—1948 (Nov.) Javelin de luxe saloon, black, beige leather, 1952 engine.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [6357

£645!!!—Late 1951 Jowett Jupiter 2-seater, one fastidious owner only, expertly maintained and serviced throughout by local distributors.

£595!!!—1950 Jowett Javelin saloon, Comet blue, full de luxe series, leather upholstery, heater, etc., outstanding order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

BUNTINGS MOTOR EXCHANGE, main agents, offer a selection of used Javelin and pre-war Jowetts, list on application.—Bonnersfield Lane, Harrow. Tel. 6225-6. [5619

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502/R

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

SECOND-TO-NONE in PULLING POWER

595 gns.—Jowett Javelin, 1952 model saloon, black, red upholstery, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London Distributors. [0134

1953 (delivered Dec. 1952) Jowett Javelin saloon, latest type, gunmetal grey, red hide, 14,000 miles, several extras, unmarked condition; £765; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173 Westbourne Grove, W.11. Bay. 4274. [C4035

£595!!!—Absolute gift; 1950 Jowett Javelin, just fitted brand new K.3 series works engine and overhauled costing £145, engine not yet run in, absolutely magnificent condition and unrepeatable value; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Jowett Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0874/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jowett Cars Wanted

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1, largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049

JAVELIN in good condition for cash.—Tel. Valentine 2096 or 4674. [W2018

£750 cash waiting for best Jowett or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

JOWETT Javelin and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

WM. CHESTER BROS. (BURTON-ON-TRENT), Ltd., cash buyers of Jowett Javelins, Station St., Burton-on-Trent. Tel. 4894-5. [6955

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 308, Erith Rd., Bexleyheath. [0571/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0549

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kin. 2241-2. [84053/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and service. [0759/R

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

KAISER

1952 model Kaiser Henry J, 9,000 miles, overdrive, 26 mpg, covers, spotless condition; £975.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

LAGONDA

L. F. WARD, Ltd.

1936 3½-litre Lagonda Rapide pillarless saloon, black with brown upholstery, car as new, must be seen to be believed.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

GUY SALMON AUTOMOBILES offer:—

1953 (June) Lagonda 2.6-litre Tickford drop head coupe, Vantage engine, H.M.V. radio, rev counter, Ace Rimbellishers, screen washers, under 1,000 miles; list price £3,021.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS: Lagonda distributors, latest models.

1952 Lagonda 2.6-litre coupe, 8,000 miles.

1952 Lagonda 2.6-litre saloon, 13,000 miles.

1951 Lagonda 2.6-litre coupe, one owner car.

1950 Lagonda 2.6-litre saloon, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1938 V.12 4/5-seater drop head coupe, Sanction II engine, 51,000 miles total only.

1940 V.12 2/3-seater Rapide drop head coupe, Sanction II, 4,000 miles since overhaul.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C1080

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C3041/R

£175—1936 Lagonda Rapier 10hp drop head four-some coupe, a rare and desirable car; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Lagonda V.12 short chassis saloon, recent complete works overhaul, all latest modifications; £795.—Taylor & Crawley, 48 Kensington Court, W.8. Western 6015. [C4056

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

1938 Lagonda V12 short chassis drop head foursome by Thrupp & Maberly, Sanction II engine, one owner from new.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel Molesey 4571. Showroom 6199. [C5037

1952 Lagonda 2½-litre drop head coupe, maroon, fawn leather and hood, 8,500 miles only, one owner, outstanding condition in every detail; £2,150; exchanges (particularly Bristol); deferred terms.—John S. Truscott Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

£333!!!—1935 series Lagonda 4½-litre de luxe sports saloon, one of those rare and beautiful motor cars, impeccably maintained in thoroughbred condition, open the doors, look inside, its like brand new, drive it, its magnificent; this is the finest specimen we have ever had; 3 months' guarantee; hire purchase, exchanges.—LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

LATE 1935 super sports Lagonda 16/80 pillarless saloon, cycle type wings, exceptional original green leather interior, carpets match, finished black Superbe, chrome, perfect chrome waistline, in really fine mechanical condition throughout, all good tyres, taxed, really sporty, definitely economical, 100% reliable; photo; £150.—165, Parsonage Rd., Withington, Manchester, Pendleton 3457. [6958

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841 [W3041

COUPE, latest model, wanted in exchange for 1952 Armstrong Hurricane, guaranteed mileage 7,000 only, cash adjustment, private.—Box 8811. [6767

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialized service.

273 London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [S1080

LAGO-TALBOT

!! Chipstead Motors, Ltd.—See our advertisement ** under Sports Cars. [C1046

LANCHESTER

DICKS.

1939 Lanchester 14 saloon, very roomy body; £350

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14hp saloon (1952), black with brown leather, loose covers, 3,000 miles only; £1,075.—STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Hertrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

GUY ALFREDS & Co., Ltd.—1948 Lanchester 11, superb order.—6-7, Warren St., W.1. Euston 5268. [C1005

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. F. EDWARDS urgently require good Lanchester for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400 [W2001

Lanchester Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 55, Grant Rd., Addiscombe 2931. [0146

ARCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

MAIDSTONE ENGINEERING Co.,

THE Northern Lancia Specialists.

CHOICE of three Aprilias and one Astura saloons from £495.

CROSS St., Pendleton, Salford 6, Manchester. Tel. Pen 3457. [C3000

JOHN S. TRUSCOTT, Ltd. for Lancia

MANY other makes, exchanges, deferred terms

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

A BARGAIN not to be missed.—Completely rebuilt last year, now like a new car; Lancia Astura 25hp full 4-str. d/h silver grey, new hood, lining, pale blue, leather upholstery, centre armrest rear, body by Farina, stripped, repanelled aluminium, boot rebuilt to enlarge and hood sloped to improve lines, engine, chassis overhauled and perfect, extras, oil coil, latest Lucas headlights, Brooklands steering wheel; private sale, £385 or offers.—Wire or tel. Edinburgh Fou. 5561. [6819

LANCIA

LANCIA Aprilia, 1937, completely rebuilt by specialists in 1949, recellulosed metallic grey, available on the 20th, engine 100% and mechanically first-class, modifications include second series suspension, easyclean wheels, Marchal headlamps, Flame thrower, fog lamp, dual stop and tail lights, twin demisters, modified dash including rev. counter, radio, heater and other extras, probably the best example in the country; £525 or near offer.—Box 8896. [6931

Lancia Cars Wanted

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

WANTED.—Lancia Lambda short w/base model, anything considered.—Berry, 1, Durham St., Monifieth, Angus. [6780

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, good used Lancia Aprilia or later model.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R

LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general, service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

CHARLES FOLLETT Ltd., sole distributors Lea-Francis and Home Counties offer the following cars:—

1950 Lea-Francis 2½-litre sports 2-4-seater, one owner, 24,000 miles only, fitted high compression pistons and Telecontrol shock absorbers, terrific performance, colour gunmetal, wind-up windows; £825.

1950 Lea-Francis 2½ streamlined sal., black, red leather, fitted radio, heater, screenwash, rimbellishers and fog lamp, superb condition throughout, maintained by our own works; £1,075.

1949 Lea-Francis 14hp streamline sal., maroon, one owner, radio and heater, £825.

IMMEDIATE delivery of new Lea-Francis 14hp sal., special colour black and silver grey, heater and demister, one only, at new list price; £1,261/19/2 including p. tax.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY ALFREDS & Co., Ltd., 1950 Lea-Francis 2½-litre, 2/4-seater sports tourer, 7,000 miles, as new.—6-7, Warren Street, W.1. Euston 5268. [C1005

1951 (Mar.) Lea-Francis sports 4-seater tourer by Westland, red/brown leather, one owner, 21,000 miles, many extras, as new; £855.

H. A. SAUNDERS, Ltd., 326-350 Euston Rd., N.W.1. Euston 4511. [C4040

1948 Lea-Francis 2-seater sports, Cambridge blue, unmarked, luxurious in every way; will accept £555.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

695 gns.—Lea-Francis 1950 2½-litre super sports 2/4-seater, black, red leather, concealed hood, tonneau cover, i.f.s., carefully used, exceptional condition; current list price £1,758; terms, exchanges.—Rowland Smith, below.

695 gns.—Lea-Francis 1949 14hp Mark V streamline sports saloon, black, fawn leather, built-in head lamps, i.f.s., H.M.V. radio, twin passlights, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

3 J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303 [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6 [0592/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7. [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LINCOLN-ZEPHYR

1937 Lincoln-Zephyr, sound condition throughout, excellent Motorola radio, heater, nice appearance; £100 or best offer.—Norman, 19, Belgrave Mews South, S.W.1. Tel. (evgs.) Sloane 5973. [6859

Mercedes Cars Wanted

WANTED.—1939 Mercedes 170 V, in good condition, spot cash, private buyer.—Ball, Church St., Wheathampstead. Tel. 2126. [6899

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1951 Type 170S 4-door saloon, black with red/brown cloth, continental steering, heater, 4,000 miles only; £1,150.

1935 Type 290 25hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.

1937 Type 540K cabriolet B, right-hand steering, black with beige leather, in exceptional condition throughout; also one only type 170V 14hp 4-door saloon, left-hand steering, light metallic blue, beige leather, maroon loose covers fitted.—Victoria 8715. [C3005

BARTLETT.—Mercedes-Benz Type 500, 100 mpn cabriolet, the whole car in superb condition, works maintained and works history available; £695.—27a, Pembridge Villas, W.11. [C1015

1937 Mercedes-Benz 290 model, recellulosed and rechromed black with fawn real leather interior, and new black hood, full 4-5-seater coupe, all excellent tyres, taxed for the year, a fast touring car with a moderate petrol consumption of 24 mpg, fitted new chrome pass lamp; £575.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen 3457. [C3000

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales, Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. [4755

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

£395!!!—Right-hand drive Mercury Eight super de luxe saloon, war period series, modern radiator treatment, built-in radio and heater, privately owned and quite a nice car all round.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041.—Open till 8 p.m.; write for catalogue. [C1085

£575.—Post-war Mercury de luxe saloon R.H.D. (registered 1948) 6-seater, radio and heater, traffic winkers, abundance of chrome, a magnificent car; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

M.G.

PC PERFORMANCE CARS

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.D. 2-seater Roadster, 1952, £655; M.G. 1¼-litre sports saloon, 1949, £650.

M.G. T.C. 2-seater Roadster, 1949, £475; M.G. T.C. 2-seater Roadster, 1946, £395.

M.G. T.A. 10hp Tickford coupe, 1939, £325; M.G. T.A. 10hp 2-seater, 1939, £325.

M.G. T.A. 10hp 2-seater, 1939, £295; M.G. P.B. 9hp Airline coupe, 1936, £255.

M.G. P.A. 8hp 2-seater, 1935, £225; M.G. J2 8hp 2-seaters, choice of 3, from £145.

M.G. 1½-litre V.A. drop head foursome, 1939, £345; M.G. 2-litre 18hp tourer, 1936, £195.

M.G. 2-litre 19hp sports saloon, 1938, £245; M.G. J1 8hp 4-seater, 1935, £75.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St. Great Portland St., W.1. (Museum 6221) [C3041

BOON & PORTER Ltd.

1952 (July) 1¼-litre saloon, green, 11,000 miles, almost unscratched; £795. — Castelnau, S.W.13 (By Hammersmith Bridge). Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1949 M.G. 1¼-litre saloon, most attractive car; £650.—Below.

1948 M.G. 1¼-litre saloon, exceptional condition throughout, £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. BEART & Co., Ltd., offer:—

1953 (new) M.G. T.D. 2-seater for immediate delivery.

1947 M.G. T.C. 2-seater, finished in black with beige upholstery; £365.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1081

GLANFIELD LAWRENCE offer:—

1951 M.G. 1¼ saloon, one owner, 25,000 miles, maroon, excellent throughout; £675.

1949 (Nov.) M.G. T.C., black, 19,000 miles only, a very genuine and exceptional specimen; £499; choice of 2.—407, High Rd., N.12. Finchley 0091. [C2053

1953 M.G. T.D. Midget, mileage 5,800, colour black with red upholstery, fitted with luggage carrier, condition as new; £695. Apply Hartwells of Oxford, Ltd., Banbury Rd., Oxford. Tel. 55211. [6937

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

GUY SALMON AUTOMOBILES offer:—

1951 M.G. 1½-litre saloon, 19,000 miles, one owner; £695; immaculate condition.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

H. A. SAUNDERS, Ltd., of Worcester.

1950 M.G. T.C. 2-seater, polychromatic green with green leather, 12,000 miles only; £525. AUSTIN House, Worcester. Tel. 2368. [C4005

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 M.G. T.C., green, twin spare wheels, chrome luggage grid, twin wind tone horns, full tonneau cover, perfect specimen; £455.

1938 M.G. T.A., red and silver: £285.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C5056

!! Chipstead Motors, Ltd See our advertisement •• under "Sports Cars." [C1046

1951 (Oct.) T.D. M.G., luggage grid, one owner, red, best offer over £550.—Box 8902. [6944

1951 M.G. 1½-litre saloon, maroon, radio, heater, perfect; £725.—New Cross 1338. [6966

M.G. 1937 2-litre saloon, ex. cond., radio; £210 o.n.o.; must sell!—195, Latymer Rd., N.9. [6531

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—60, Piccadilly, W.1. Grosvenor 4141. [0590/R

M.G. T.A., blue, record engine, new battery, fine appearance, carefully maintained, £295.—Tel. evenings Pal. 0155. [6599

M.G. 1937 T.A. 10hp 2-seater, immaculate condition; £240.—Franks, 17, Englefield Crescent, St. Mary's Cray, Orpington, Kent. [6949

£625.—M.G. Midget T.D. sports, 1952, red, immaculate bodywork and interior upholstery, perfect mechanical order.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

145 gns.—M.G. Midget 1953 model J2 2-seater, black, red leather, good condition, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget 1947 TC 2-seater, black, fawn leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

M.G. 1932 F Magna, good mechanical condition, new cellulose; £95 o.n.o. for quick sale.—Lambert, 12, Kingsend, Ruislip, Middlesex. [6803

1940 T.B. Midget, green, excellent condition throughout, radio and many extras.—80, Aragon Rd, Morden, Surrey Derwent 3908. [6916

1949 M.G. 2-str., immaculate, one owner; £495.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [C4019

LATE 1950 M.G. T.D., black, green upholstery, demonstration and inspection any time or day; £550.—Johnson, 114, Cambridge Rd., Southport. [6811

1949 M.G. 1½-litre saloon, silver green with beige leather, one owner, excellent condition; £619.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [5267

£475!!!—Magnificent 1949 M.G. T.C. sports 2-seater, really genuine and immaculate motor car, beautifully maintained; choice 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1947 (May) M.G. 1½-litre saloon, grey-green, beige interior, low mileage, fitted heater, many extras, faultless condition; £595 o.n.o.—Box 8901. [6942

1953 (new) M.G. T.D., choice of colours, immediate delivery; £751/19/2; terms, exchanges.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6859

NAYLOR & ROOT.—1952 M.G. T.D. sports 2-seater, black, red hide, unblemished condition throughout; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

JACK ROSE, Ltd. (M.G. Agents & Stockists) offer: 1949 M.G. T.C. 2-seater, an exceptional car, in blue; £485; new models in stock, any car in exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

ROYS offer: 1939 T.A. drop head coupe, taxed, £295; also 1937 sports T.A. 2-seater, £275, both good; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8694. [C3059

1953 (April) M.G. T.D. 2-seater, black with beige, 4,000 miles only, this car has never exceeded 50mph and is indistinguishable from brand new, tax paid; £695.—Parishs' Motor Exchange, 52-62, Corporation St., Preston. [6951

1½-litre type V.A. d.h. coupe M.G., smartly finished black and silver, engine fitted new rings and in good order, carefully maintained throughout; £275.—Shelmerdine, Butlers Cottage, Hare Hill, Prestbury, Ches. Tel. 8717. [6956

M.G.

OPPORTUNITY.—1½-litre 12hp M.G. saloon, registered September 1947, 6,000 miles since £270 recond'tion, genuinely mistakeable for brand new inside and outside, everything precisely right.—Speedsters, Ltd., Horley 628. (See Sports Car column.) [C4020

1953 (March) M.G. type T.D., grey, red leather, loose covers, special horns, taxed, one owner, 6,500 miles, specially tuned engine, immaculate condition; £695; terms, part exchange.—Palace Garage, Ltd., Main Fordson Dealers, Salisbury. Tel. 5135. [6807

1949 M.G. T.C., black with red upholstery, genuine 27,000 miles, under 1,500 miles since new reconditioned engine fitted, seat covers and other extras, taxed year, carefully maintained in magnificent condition; £550.—263, Finchley Rd., N.W.3. Ham 6106. [6778

M.G. Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

M.G. in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 3104. [0696/R

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 556. [3328

WANTED, M.G. 1½-litre saloon, low mileage, in exchange for 1953 Ford Consul, heater, radio, etc., cash adjustment, private.—Box 8899. [6936

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1439

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

M.G. Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7783-4. [0486

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [83041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141 [0504/R

M.G. spares for O.H.C. models from stock, valves, guides, springs, gaskets, road springs, crown wheels most types, screens, petrol tanks, wheels; exchange J.2 engines, dynamos, starters, rockers, vertical drives; M.G. Workshop Manual, 51/-, post free.—Derrington, 159-161, London Rd., Kingston 5621-2. [81071

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0433/R

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R

MORGAN

1947 Morgan F. Super 2-seater; £225 o.n.o.—101, Fawnbrake Ave., S.E.24. Brixton 8416. [6939

1947 Morgan 4-4 2-seater, taxed, excellent condition; £335.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

245 gns.—Morgan 4/4 1939 sports 2-seater, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morgan Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd., The Morgan People

WE urgently require to purchase all models Morgan cars.

WRITE, call or 'phone

38-52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4869 [W4017

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

ELITE MOTORS offer:—

1950 Morris Minor 2-door saloon, black, beige; £525.

1949 (October) Morris Minor 2-door saloon, green, beige; £499.

1949 Morris Minor tourer, fawn, beige; £445.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

PHILIP RICKARDS, Ltd., offer:—

1951 Morris Minor 4-door saloon, green, radio, heater, 17,000 miles; part exchanges; deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C5051

CHARLES RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, one owner since new, 22,000 miles, exceptional condition throughout, taxed year; £490.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C5050

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, taxed year and in new condition; £535; also 1950 saloon, £555.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1950 Morris Minor tourer, maroon with beige, low mileage, excellent condition, taxed year; £450.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C4025

1950 Morris Minor 2-door saloon, black with beige leather, 32,000 miles; £495.—J. Fricker, Ltd. Park 5077. [C2016

£490!!!—May, 1952, Morris Minor convertible, left-hand drive, heater, 14,000 miles.—Tel. Bagshot 3320. [6821

1952 (June) Morris Minor saloon, 2-door, green, one owner, mileage guaranteed 4,200; £585.—Cranmore, Tel. 2040 Potters Bar. [C1062

1951 Morris Minor saloon, black, one owner, radio, heater, clock, excellent condition; £535.—Dobsons, Ltd., Staines. Tel. 801. [C1074

1953 4-door saloon, ohv engine, black, 247 miles, as new; £675.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 Minor tourer, beige, 21,000 miles, new I.F.S. fitted 1952, just decoked, whole car as new, new car arriving; £470, seen Northampton.—Box 8900. [6938

1952 Morris Minor tourer, black with red upholstery, 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1952 Morris Minor 2-door saloon, Thames Blue, heater, mileage 17,000, one careful driver, in first-class condition; £575.—Woodcote Motor Co., Ltd. Epsom 1234. [6907

1952 Morris Minor 2-door saloon, black with red interior, licensed, one owner only and beautiful condition; £585.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073

1953 Morris Minor saloon, slate grey with red leather, 1,400 miles, one owner, ohv engine, as new; £625, terms, exchanges.—Bradstock Motors, 1, Chase Rd., Epsom. Tel. Epsom 633. [6895

NAYLOR & ROOT.—1952 Morris Minor saloon, black/red, low mileage, attractive and economical; £595; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1949 Morris Minor saloon, finished in immaculate Portland stone with fawn leather interior, fitted two new front tyres, rear original and excellent, fitted new heater and pass lamp; £440.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

1953 model Morris Minor 4-door saloon, fitted 2 carburettors, balanced wheels, Marchal headlamps, heater, over £70 worth of extras, small mileage; £625; consider exchanges.—Southwinds, Smugglers Walk, W. Worthing. Goring-by-Sea 42131. [C4027

565 gns.—Morris Minor 1951 saloon, pastel green, radio, heater, electric clock, loose covers, very carefully used, nearly new condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1951 Morris Minor tourer, black/beige leather, 11,000 miles, one owner, £469; 1950 saloon, maroon/beige leather, 22,000 miles, one owner, £489; 1949 saloons, green or black, one owner, choice of 2, £459; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C5048

Morris Minor Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. [0716/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Minor Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minor.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

1951-2 Morris Minor tourer wanted, immediate cash waiting.—155, High St. South, East Ham, E.6. Grangewood 5854. [W4032

THOS. JONES & SONS Ltd., Little Lever, nr. Bolton, wish to purchase a new unused Morris Minor tourer for list price.—Tel. Farworth 20. [6945

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1948 Morris 8 series E 4-door saloon, original cellulose, leather interior as new, fitted radio, sound mechanically; 349gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

H. W. MOTORS, Ltd., offer:—

1939 Morris 8 saloon finished black with blue upholstery, in outstanding condition; £280.—H. W. Motors, Ltd., Walton-on-Thames. 2404-5-6. [C2042

HENDON CENTRAL GARAGES, Ltd., offer:—

1939 Morris 8 Series E 4-door saloon, taxed year; bargain price, £250.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C2034

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (March) Morris 8hp saloon, fawn and black, brown upholstery, moderate mileage, excellent throughout; £410.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1948 Morris 8 Series E 4-door saloon; £435.

1947 Morris 8 Series E 4-door saloon; £395.—Ace of Spades, Great West Rd., Hounslow 4576 (Osterley Station Tube). [C2050

1938 Morris 8 2-door saloon de luxe; £195

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green N.W.11 Speedwell 8692. [C2019

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1938 Morris 8, one owner, black, red upholstery, perfect little car; £225, p. e. and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines) [C1008

1948 Morris 8 4-door saloon, leather upholstery, one owner only; £375.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1938 Morris 8 saloon, good engine, black with blue leather upholstery, taxed; £199.—Below.

1950 Morris 8 van, recond. engine, very good condition throughout, taxed, £235; open 8 a.m.-7 p.m.—Thomas Motors, 117, London Rd., Kingston 3415. [6973

1947 Morris 8 4-door, immaculate; £410.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [C4019

1947 Morris 8 2-door saloon, one owner, small mileage; £585.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1948 (Nov.) Morris 8 4-door black saloon, new engine (just run in), carefully maintained, as new throughout; £395.—Tel. Warrington 3852. [6921

245 gns.—Morris 8 (December, 1959) saloon, black, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

S.G.A. MOTORS, Morris 8 specialists, always have a good selection of saloons and tourers, all of which are thoroughly checked in our workshop and carry a 3 months' guarantee; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive. S.G.A. MOTORS, 14, Atherstone Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Road Tube). Western 3208. [C4063

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1946 Morris 10, excellent condition; £350.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C3040

1946 (March) Morris 10 4-door six light sun saloon, black brown leather, loose covers, beautifully maintained taxed year; £375.

W. J. BROWN Ltd., Established over 30 years

339 Finchley Rd., N.W.3 Hampstead 4414. [C1025

MORRIS 10, 1947, black, above average condition, taxed year; £585; no dealers.—Shuttlewood, 7, Offerton Rd., Clapham Common, S.W.4. [6804

MORRIS 10 Series II saloon, 1936 model, good condition, any trial, taxed; £165 or nr. offer.—145, Danson Rd., Bexley. Bexleyheath 7854. [6959

MORRIS TEN

£350!!!—1947 series (Sept. '46) Morris 10 saloon de luxe, one owner, exchanges; 20 others.—Traynor Motors, Ltd. Tel Grangewood 5854. [C4032

£85—Morris 10 1934 (August), 4-door saloon, body shows its age, one owner since 1945; a very sound and reliable car; taxed, terms, exchanges.—J. Ashford Fleet, E. J. Lee (Leighton Buzzard), Ltd., 52, Lake St., Leighton Buzzard. Tel. 2172. [C1087

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

£150—1936 Morris 12-4 Club coupe, a rare car at bargain price; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MORRIS OXFORD

1951 Morris Oxford, blue, immaculate, 16,000 miles, one owner; £665.—Sanderstead 5680. [6926

1949 Morris Oxford, black and fawn leather, low mileage, in splendid condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1949 (June) Morris Oxford saloon, one owner, mileage 29,000, in excellent order throughout; £485.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

1952 (May) Morris Oxford saloon, black, red leather, heater 14,400 miles, one owner, immaculate; £715; trade enquiries invited.

W. J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3 Hampstead 4414. [C1025

NAYLOR & ROOT.—1950 Morris Oxford saloon, maroon, heater, superb condition throughout; £535; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 Morris Oxford saloon, black, brown leather, heater, any inspection invited; 3 months' guarantee; £635.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5454. [0717/R

PRIVATELY owned Oxford.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

£650 cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Six Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 5454. [0875/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Morris cars.—38-52, Dudden Hill Lane, N.W.10. [W4017

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

MORRIS in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2018

HATTON'S will buy post-war Morris models, distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.—S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/3574. [0342/R

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521

OLDSMOBILE

ACRES offer:—

1948 Oldsmobile Hydramatic 6 saloon, beige and maroon and stainless steel, with grey cord upholstery, complete with seat covers, heater and radio, magnificent condition; £795.

ACRES AUTOS, Ltd., 156, Streatham Hill, London S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. MacAulay 2211-2. [C1002

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 350-1. [0217/R

OLDSMOBILE

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3905. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 350-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS Ltd.—Opel distributors; buyers of all models comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 5266/4944. [0526/R

195 gns.—Opel Cadet 1958 Master series 4-door saloon, very good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PACKARD

ANDOVER MOTOR Co., Ltd., offer:

1948 Packard saloon in black and cherry red leather, heater, radio, and in superb condition; a bargain at £1,200.—Andover, Hants. Tel. 3405. [C1003

1947 Packard Clipper 4-door saloon, r/h/d, satin bronze with blue leather, fitted radio, etc., recently overhauled.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [C4040

1938 Packard Straight 8 drop head foursome, taxed year, good condition, excellent tyres; £115.—Tulse Hill 6297. [6904

SPORTS saloon, Packard Super 8, special coachwork, one owner, luxuriously equipped, unblemished; £525.—45, Shirehall Park, N.W.4. Hendon 1648. [6874

£375—December, 1939, Packard Super-eight 7-seater saloon, privately owned, chauffeur maintained; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

295 gns.—Packard 8 1938 34hp touring saloon, black, fawn upholstery, radio, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Packard 120 8-cylinder saloon, one owner since new, completely reconditioned and recellulosed under 2 years' ago, excellent condition throughout, £250.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5031-2-3. [C4008

1938 (re-registered 1953) Packard 6-cylinder saloon, recently undergone complete engine and chassis overhaul including upholstery and re-sprayed brown, whole car in excellent condition, taxed, first offer over £225 secures.—Mideastra, Ltd., Cardiff Rd., Reading. Tel. 4976. [6881

LIMOUSINE, Super-52hp/1937, also 1939, De luxe Coachwork (£1595 model), black, forward occasionals, carefully maintained, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R

JOE THOMPSON (MOTORS), Ltd., buyers of Packard.—97, Fulham Rd., S.W.3. Kensington 4856. [W4028

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3905. [W4015/R

7-SEATERS privately owned Limousine required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4856. [84028

PEUGEOT

1951 Peugeot model 203 R.H.D. saloon, ivory and black, overdrive, sun roof, loose covers, heater, turbo wheel discs, etc., exceptionally smart with an outstanding performance, including road holding, steering and braking up to the finest Continental standards, condition extremely good throughout, £895; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PONTIAC

£195!!! Pontiac Silver Streak 6-seater saloon, 1938, fitted radio, etc., a fast, powerful car suitable for high speed touring.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£845!!! 1947 Pontiac 4-door saloon de luxe, absolutely outstanding example, many extras, recommended; 3 months' guarantee; hire purchase exchanges.
LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

£265!!!—J.P. Special made by Joe Potts of Bells Hill, the Scottish Wizard 500cc single-seater, in excellent condition, recently prepared by maker for immediate track work; 3 months' guarantee; hire purchase; exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

PERFORMANCE CARS stock a selection of vehicles suitable for competitions, including 2-litre H.W.M. Alta 2-seater; 1,496cc Tojeiro M.G., Ardun Allard streamlined 2-seater; details of Formula 2 and 3 available upon request. See also under "Sports Cars." [C3041

RAILTON

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted [5776

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1; and 24, North Side S.W.18. Tel. Vandyke 5181. [0535/R

£225—1937 model Railton 28hp foursome drop head coupe, a magnificent looking vehicle with good performance for £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Railton Straight Eight Fairmile drop head Foursome, black with grey hood, everything spotless, special suspension with anti-roll stabilizers, hydrotelecontrols and Newton shock absorbers, special high compression head, radio, Fram, Oilcoil, musical horns, 48,854 miles recorded; £350.—Speedsters, Ltd., Horley 628 (see "Sports Car" column). [C4020

Railton Cars Wanted

PERFORMANCE CARS urgently require Railton drop heads.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W3041

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAM'S Renault Sales, Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:
1938 17.9 Renault 4-seater drop head coupe, one owner, taxed, radio, completely reconditioned; £250.
1938 17.9 Renault saloon, 6-str., black, taxed, one owner; £175. [0126/R

£175—1938 (December) Renault 12 drop head coupe, cream, extremely attractive, £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 4674 before 10 a.m. [W2016

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models [0127/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REQUIRED, good used rear-engined Renault.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W7 20

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531 [0911/R

RILEY

SCOTT CARS offer:—
1952 Riley 2½-litre, 14,000 miles, radio, heater, as new; £1,050.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

£225.—1937 Adelphi saloon, this car is in really good condition and was rebored in May, good tyres, excellent coachwork.—Tel. Val. 6936. [6879

RILEY

BOON & PORTER, Ltd.
DISTRIBUTORS.
1953 series 2½ saloon, green, heater, 7,000 miles, in new condition throughout; £1,195.
2½ saloon (November) 1952, grey, red leather, specially prepared and fitted with numerous extras, mileage 15,000; £1,095.
1950 (June) 2½ drop head coupe, Riley heater, 26,000 miles, sold and serviced by us to 25-years Riley enthusiast its only owner, £900.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

H. A. SAUNDERS, Ltd., offer:—
1951 Riley 2½-litre saloon, maroon with red upholstery, heater, recorded mileage 19,500; £945.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. BEART & Co., Ltd., offer:—
1949 Riley 1½-litre saloon, finished in black, many extras, including H.M.V. radio, and in outstanding condition throughout; £745.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1081

MAYFAIR COUNTRY CARS, offer:—
1950 (November) 1½ saloon, superb condition, heater, taxed December, one owner; £750; exchanges, terms.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008

GUY SALMON AUTOMOBILES offer:—
1951 Riley 2½-litre saloon, bronze/red leather, heater, 12,000 miles from new, original spare unused; £950.
1949 Riley 1½-litre saloon, green/green leather, very good condition; £775.
1947 Riley 1½-litre saloon, black, red leather, excellent condition throughout; £585.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—
1953 (new) Riley 2½ saloon, red/red; £1,311.
1952 Riley 2½ saloon, black/brown; £995.
1950 Riley 1½ saloon, black/beige; £795.
CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1. Tel. Sloane 4727. [C1046

1951 Riley 2½-litre saloon, black, beige, one owner, radio, heater; £955.
RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

RILEY 1½ foursome drop head, very rare model; £575.—Valentine 4674 before 10 a.m. [C2016

1948 (February) Riley 1½-litre saloon, black with brown upholstery, well maintained; £595.
GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Euston 4466. [C3025

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BEARTS, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3548 [0079/R

£180 o.n.o.—Riley Nine Monaco, mechanically excellent, part h.p.—31, Angell Rd., Brixton, S.W.9. [6842

1949 (Aug.) Riley 1½-litre saloon, black, with brown leather, 24,000 miles, as new; £735, below.
1947 (March) Riley 1½-litre saloon, black, with red leather, in 1950 condition throughout; £600.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6860

£175—Riley 9 Lynx 1934 open 4-seater sports, excellent tyres, good hood and mechanical order; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, H.P. [C1017

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube). Sloane 8526, offer the following Rileys:—
£195—1936 Falcon 1½-litre, excellent order, taxed
£135—1936 Merlin 1½-litre engine overhauled, body fair.
£165—1932 Gamecock 2/4-seater, overhauled, taxed.
£140—1932 Monaco, a good specimen, taxed December.
MANY others from £55 and all with written guarantee.
AS we sell Rileys only we can offer you the best price for yours. [C3069

1935 9hp special series, completely reconditioned eng., chassis, new brake, body, wings.—Farnworth, 28, Grown Lane, Horwich, Lancs. [6940

RILEY open sports, 1½-litre, 4-seater, 1936, Scintilla, recent bills £110, well shod, sound weatherproofing, excellent condition; £185.—Box 8904. [6952

1946 Riley 1½-litre sln., immaculate throughout; £570.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [C4019

JACK ROSE, Ltd., offer: 1950 2½ Riley, in black, red hide, very clean inside and out; accept £785.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£125.—Riley Lynx 9hp. 1933, open 4-seater, green, nice condition; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

RILEY

495gns.—Riley, September, 1947, 1½-litre sports 4-seater, black, leather upholstery, heater, very good condition; terms; exchanges.—Rowland Smith, below.
245gns.—Riley, 1936 1½-litre Merlin saloon, black, sliding head, blue leather, excellent condition; terms; exchanges.—Rowland Smith, below.
145gns.—Riley 9, December, 1935, Kestrel sports saloon, black, red leather, very good condition; choice of 5 Rileys; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Riley 1½-litre saloon in black, in very fine condition, taxed Dec.; best offer.—Silverline Garage, Ltd., New Rd., Rainham, Essex. Rainham 3113. [6912

1949 Riley 1½-litre sal., black/red, radio and heater, one owner, in excellent condition throughout; £750.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043

1950 Riley 1½-litre saloon, black/red leather, low mileage, immaculate condition; seen M/cr.—Cheshire area; terms and exchanges; £795.—Gardner, Altrincham 2486. [6913

£875—1950 Riley 2½-litre, 22,000 miles, one owner, black with red leather upholstery, new condition, unmarked.—Broadway Motors, 67, High St., Hounslow, Hon. 0175. [C1028

1950 (Oct.) Riley 2½-litre saloon, black/red leather, one owner, low mileage, fitted heater and numerous extras; this year underwent complete chassis overhaul costing £246; £845.
H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1952 Riley 2½-litre saloon, licensed December, mileage 3,750, colour grey, upholstered red, carefully run in, just decoked, some extras, lovely condition, better than new; £1,150.—Burnett, Brynhill, Crowborough. [6929

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1948 model, registered and delivered Nov. 1947, colour black with tan leather, whole car completely original and in attractive condition all round; unrepeatable offer at £595.
CAMDEN MOTORS for Rileys.—1½-litre saloon (Feb.) 1950, in green and black, serviced since new by County distributors, excellent condition; £855.
CAMDEN MOTORS for Rileys.—1½-litre Nuffield saloon, 1939, very bright looking car, similar in many respects to post-war model, fitted discs etc., usual exhilarating Riley performance; £345.
CAMDEN MOTORS for Rileys.—Kestrel 6-light saloon, 1937 series, maroon and black, extensively reconditioned, very smart lines, a fast car, delightful to drive; £295.
CAMDEN MOTORS for Rileys.—2½-litre saloon, 1952, just 12 months old, most immaculate specimen, very small mileage, many extras; £1,075.
CAMDEN MOTORS for Rileys.—2½-litre drop head foursome coupe, very late 1951, immaculately finished in maroon with interior to tone, nearly £100's worth of extras, including heater with screen demisting, built-in H.M.V. radio, fog and passlights, screenwash, Redex lubrocharger, superb order throughout; £1,095.
CAMDEN MOTORS for Rileys.—2½-litre saloon, 1938, 16hp 4-cylinder engine, basically the same as post-war series, synchromesh gears and overdrive, excellent chassis and in fine mechanical order, colour silver-grey; £295.
CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue.

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains, demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

£795.—August, 1949, Riley 2½-litre saloon, colour red with beige upholstery; this car is fitted with heater and radio and taxed to December 31; it is in excellent condition throughout and has an exceptional performance.
£585.—1946 (September) Riley 1½-litre saloon, black/green upholstery, recorded mileage 52,000, one owner.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

ROYS offer: 1937 Riley 9 Monaco saloon, new tyres, new battery, etc., £195; also 1935 Riley 9 Monaco saloon, £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1949 Riley 1½-litre saloon, finished in green with beige leather interior, first-class condition all round, moderate mileage, a bargain at £695.—Grove Garage and Motors, 322, Fore St., Edmonton, N.9. Tel. Edmonton 4162. [6892

1951 Riley 1½-litre (1st regd. 24/3/52), one owner, 12,000 miles, almond green, beige interior, heater, washers, H.M.V. radio, mats, extras; superb condition; £950 o.n.o., or exchange, etc., Jaguar Mark V/VII.—Davison, 357, Havant Rd., Farlington, Cosham, Portsmouth 31073. [6812

Riley Cars Wanted

CM
THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3454. [0969/R

R
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3008

OFFER your Riley to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6424

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd. Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 58256/7. [0094/R

PRIVATELY owned Riley 1½.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

REQUIRED, good used Riley.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Riley Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0781

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0258/R

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [0443

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8149

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

ROLLS-ROYCE

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H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Rolls-Royce Freestone & Webb touring limousine, green with beige hide, 45,000 miles; £4,250.

1949 Rolls-Royce James Young r/e sports sal., black with blue hide, recent overhaul; £4,250.

1939 Rolls-Royce Wraith Hooper sal. with division, black with hide and cloth upholstery; £2,350.

1939 Rolls-Royce Wraith Hooper limousine, black with hide and cloth upholstery, 81,000 miles; £1,950.

1935 Rolls-Royce 20/25 Mann Egerton sports saloon, black with blue hide, excellent history; £995.

1934 Rolls-Royce 20/25 Mann Egerton sports coupe, blue with blue hide, 86,000 miles; £995.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052

C
M
CAR MART, Ltd.

1947 Rolls-Royce Silver Wraith Special Phaeton (4-door all-weather) by Freestone & Webb, green with brown leather upholstery, 30,000 miles; £2,575.

1939 Rolls-Royce Wraith Park Ward sports saloon, black and grey with beige leather upholstery, 74,000 miles; £1,850.

1939/40 Rolls-Royce Wraith Park Ward limousine, black with leather to front and cloth to rear, 74,000 miles; £1,750.

1938 Rolls-Royce 25-30hp Thrupp & Maberly landaulette, black with fawn cloth upholstery, 65,000 miles; £1,050.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [C1059

JACK OLDING OF MAYFAIR

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:—

SILVER Wraith first registered 1951, November, Freestone and Webb 6-light touring limousine, electric division, 17,000 miles, black; £4,750.

1950 Silver Wraith enclosed drive limousine by Park Ward, face-forward extra seats, one owner, 32,000 miles; £3,500.

1937 April 25/30 owner driver sports saloon by H. J. Mulliner (no division), 55,000 miles, customers property, R.R. history; £1,495.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

1935 Rolls-Royce 7-passenger limousine, face-forward seats, body by Mulliner.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1355 or 1709. [6689

1934 RY series short chassis Phantom II Thrupp & Maberly sports sun saloon, one owner, low mileage.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

ROLLS-ROYCE

J
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JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1949 Silver Wraith sports saloon by H. J. Mulliner, painted black, upholstered in blue, speedometer reading 26,000 miles; price £3,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

RIPPON.
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RIPPON BROS., Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4059

PB Ltd., offer:—

1938 Rolls-Royce Phantom III (D.L.) Hooper 7-passenger limousine.

1938 25/30hp Rolls-Royce (G.M.P.) Hooper semi-razor-edged sports saloon.

1935 20/25hp Rolls-Royce (G.R.P.) metal panelled utility.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C5033

TOM GARNER, Ltd., offer:

1937 Rolls-Royce 25-30 4-light owner-driver saloon with division by Windover; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

TAYLOR & CRAWLEY offer:—

1939 Rolls-Royce Wraith (WHC) mitred-edged sports saloon by Thrupp & Maberly, 1,000 miles since complete overhaul by authorized specialist, owner-driver car of great appeal; £2,150.

1934 Rolls-Royce 20/25 (GNC) sports saloon by Hooper, grey and black/maroon leather, good history; £675.

ROLLS-ROYCE 20hp, fine old car with Hooper limousine body; £200.

1926 Rolls-Royce 20hp saloon, mileage 8,000, this is not a misprint, in fantastic condition.

48, Kensington Court, W.8. Western 6015. [C4056

SWANMORE GARAGE offer:—

PHANTOM II Rolls-Royce by Gurney Nutting, irresistibly attractive lines.

PHANTOM II Rolls-Royce by H. J. Mulliner.

PHANTOM III Rolls-Royce seven-seater by Freestone & Webb.

20-25 Rolls-Royce shooting brake, an exceptionally fine vehicle, exchanges or terms a pleasure.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southborne 45344. [C4024

MASCOT MOTORS, Ltd., offer:—

1935 25hp Hooper sports saloon with division.

1933 25hp Freestone & Webb sports saloon.

1930 25hp Thrupp & Maberly 4-seater fixed head coupe.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven type coachwork.

MASCOT MOTORS, Ltd., 237-245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C5007

H. M. BENTLEY & PARTNERS, Ltd., offer:—

ROLLS-ROYCE 25/30 1937 H. J. Mulliner owner-driven saloon with boot, 55,000 miles, full Rolls history; £1,575.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

£175—1931 20/25 saloon, all new tyres.—26, Queensgate Mews, Western 5228. [6902

1933 (May) Rolls-Royce 20/25 Hooper limousine, face forward occasionals; £575.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5023

HEARSE, new 1953 Bearer, partitioned de-luxe body, seating six, on 1934 25hp Rolls, Inspection at STATION Approach, Kew Gardens, Surrey.—Alpe & Saunders (Coachbuilders), Ltd., Richmond. 1161. [6091

1936 25hp Rolls-Royce Hooper sports saloon, almost faultless mechanical condition, altogether a superlative example; £1,095.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ar old 4604. [C5017

ROLLS-ROYCE Phantom II Continental O.D. saloon, excellent condition, all round telecontrols; £220 o.n.o.—9, St. James Ave., Ealing, W.13. [6820

DROP head coupe, grey, 21.9hp, 1939 replica, 27,000 miles since engine rebuild with new head and block, wireless, heater.—Little, Black & White House, Upton St. Leonards, Gloucester. Tel. Glos. 60446. [6840

ROLLS-ROYCE

ROLLS-ROYCE 21.7hp, excellent order and carefully maintained, price £300.—Write "Four Winds," Beckbury, Shropshire. [6785

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [6116

ROLLS-ROYCE 20/25 1934 series 7-str. limousine, face-forward occasionals, partitioned, very good condition; £395.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Upands 4812. [C1041

HEARSE, 1934/5 SK Series, Phantom II fitted partitioned 6-Bearer De luxe Coachwork, exclusive equipment, exceptional value £985. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006/1

1948 (July) Rolls Wraith, Mulliner coachwork, radio, heater, mileage 18,000, completely overhauled and modified to 1953 by makers, not since used.—H. C. Paul Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [C5040

1933 25hp Rolls-Royce limousine, f.f. occasionals, wheel discs, centralised chassis lubrication, new tyres, recently resprayed, in excellent order; £400.—Gray, Old Toll Bar, Keyston, Hunts.—Tel. Bythorn 251. [6894

20/25 4-door 4-light sports saloon by Park Ward, chassis G.T.Z., August, '55, this is a very attractive car, one owner only, and has been maintained by R.-R. since new.—C. V. Rushmer, 39, Holland Park, W.11. Park 5751. [C5064

1948 Rolls-Royce Wraith Sedanca de Ville by H. J. Mulliner, total mileage 32,000, one owner only since new, chauffeur maintained, in absolutely immaculate condition; £3,850.—Loxhams Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C2064

THE finest PI offered, 1926 Park Ward limousine, unused since over £800 spent at Rolls, who have maintained it from new; one owner only, prizewinner recent Rolls Concours D'Elegance; £595.—Wood Southall 3564. [6944

795 gns.—Rolls-Royce, 1937 25/30hp Hooper 7-passenger limousine, black leather throughout, swept tail, face forward occasionals, division, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4014

ROLLS-ROYCE Replica, believed post-war coachwork by Messrs. Coachcraft, Ltd., an attractive close-coupled sports saloon on the 20hp chassis; a gentleman's carriage in quite faultless and unblemished condition.—Willowhurst Manor, Golden Cross, Nr. Chiddingly, Sussex. [C4014

OWNER-DRIVER 30hp, OGR/1938, 4-light Barker saloon without partition, swept tail, concealed boot, mileage 19,000, leather throughout, carefully maintained, excellent history, opportunity, £1590.

LIMOUSINE 1934/25hp, partitioned Hooper, black, forward occasionals, leather, carefully maintained £495.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasionals, black, rear boot, lavishly equipped, beautiful lines, mileage 44,000, two private owners, £895.

9280 miles Phantom III Park Ward partitioned black Limousine, forward occasionals, delivered 1946 (BT Series—history available), beautiful condition throughout, unrepeatable opportunity, £1570.

WRAITH 1939 Park Ward partitioned Limousine, forward occasionals, carefully maintained, black, low mileage, reasonable cost.

ALPE & SAUNDERS always purchase Rolls-Royce.—Providence Court, North Audley Street, Mayfair 2941. [C1006

Rolls-Royce Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0494/R

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

A & S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A & S urgently require Phantom II private Limousines, also Phantom III sports saloons.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [W1006

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PHANTOM III, 1939-9 wanted privately, must be low mileage car with luggage boot.—Particulars to Box 6895. [6671

PRIVATE purchaser requires 1952/55 R/R limousine f/f occasionals, in part exchange Vauxhall 14, cash adjustment.—Box 8849. [6802

JACK OLDING, official retailers and repairers are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3059

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—13, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Klein Avenue, W.9. Tel. Cunningham 5956-7-8. [0597/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [5360

ROLLS-ROYCE pre-1914 Silver Ghost touring car, must be good condition coachwork.—Partics. to, Welham, 5, Surbiton Hill Rd., Surbiton, Elmoridge 1875. [0396/R

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 457. [6285

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JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models mechanical or coachwork. Large stock ofspares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [S1062/R

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SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614/R

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director "Wilkie" Wilkinson, Merchiston Mews, Edinburgh, 10. Tel. Jubilee 2785 [0567

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [S3050/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69 Westow St., Crystal Palace, S.E.19. Liv. 5562. [0064/R

ROVER 10

£345.—Rover 10 1938 sportsman saloon, 2-dr., 4-seater, in excellent condition for year; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, H.P. [C1017

1938 Rover 10 sln., very sound and clean; £295.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

£165.—1934 Rover 10 4-door de luxe saloon, one of the finest examples we have had the pleasure to offer; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

CAMDEN MOTORS for Rovers.—10hp special four-light sportsman's saloon, late 1938, rear boot model with most attractive lines and unusually good performance, original Rover green finish with leather to match, this car is now undergoing complete respray in our workshops; £375.

CAMDEN MOTORS for Rovers.—Also two 1939 and two 1940 4-door saloons.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Rover 10 Cars Wanted

ROVER 10 saloon, 1939-1947, must be immaculate.—B. & H. Motors, 1464-6, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [W1020

ROVER 12

1939 Riley 12 saloon. £310.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

£395.—Rover 12-4 1939 in exceptional condition for the year, rust free, immaculate cellulose and tyres; many others.

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ROVER 14

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 14, new engine recently fitted; £395.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

£555!!! Registered 1947 Rover 14 de luxe saloon, bodywork magnificent, interior beautiful and chassis 100%; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

ROVER 14 Sportsman's saloon 1936, aluminium body, reconed May 1952, new battery, distributor, coil and carburettor, reconditioned dynamo; fitted radio, Lucas "Spots" etc; offers over £200.—9, Orme Ave., Salford 6, Eccles 1734. [6926

ROVER 16

1938 Rover 16 sports saloon, exceptional; £365.—Autowork, Ltd., Winchester. Tel. Winchester 4854 [C1010

1947 Rover 16 sports saloon, black taxed.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [6330

CAMDEN MOTORS for Rovers.—16hp sports saloon, Feb. 1946, resprayed earlier this year in Rover grey, very smart leather interior, heater, twin passlights and mellowtones, tailored seat covers, mechanical condition even better than the appearance; £545.

CAMDEN MOTORS for Rovers.—Also two 1947 models, one sportsman's saloon and one 6-light saloon, fitted radio.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROVER 16

CASS'S MOTOR MART.—1947 Rover 16 saloon, black, heater, unblemished, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1947 Rover 16, 6-light saloon, green/green, excellent condition; £575.—Peter Bantock, Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

ROVER 20

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1938 Rover 20 sports saloon, 17,000 miles only; £550.

1939 Rover 20 foursome drop head coupe, in perfect condition; £485.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

ROVER 60 & 75

CAR MART, Ltd.

1951 Rover 75 P.4 saloon, heater, 18,000 miles; £1,045.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

DUNCAN HAMILTON & COMPANY offer:—

NEW 1953 (July) Rover P.75 Mk. V, 100 miles only, colour green; list price.—35, High Rd., Byfleet, Surrey. Tel., day and night, Byfleet 3102. [6969

BROOKLANDS, individuality, new and used cars.

1951 Rover P.4 saloon; 15,000 miles.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1953 (July) Rover 75 saloon, 600 miles.—Weybridge 606. [C4023

1948 Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.

1950 Rover P4 sal., blue, radio, ex. cond., mileage 25,000; £950.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [C4029

1951 Rover 75, one owner, moderate mileage, radio, £1,025.—Dunham & Haines, Luton 2100. [6822

1950 Rover P4 saloon, black, green leather; £925.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [6870

CAMDEN MOTORS for Rovers.—60 saloon, May 1948, in black, fitted heater, reasonably small mileage, exceptional bargain; £625.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035/1

1950 Rover P4 saloon, bottle green, one owner, exceptional condition; £950.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1953 Rover P5 latest type saloon, almost new; £1,295.—Green & Zonis, Ltd., 246-52, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1952 (July) 75 saloon, black, red leather, one owner; £1,195.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [C3050

REGARD this value!!! 1950 Rover P4 saloon, 20,000 miles, one owner, loose covers, black, spotless condition; £875.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1952 Rover P4, black, red leather, radio and heater, immaculate, one owner, nominal mileage; £1,225.—Cox's Motors, 11/15, Conduit St., Leicester 60319. [C1059

1950 Rover 75 P4, black, one owner, very nice condition throughout; £965.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Tel. Rusholme 2874-5. [6817

1951 Rover P4, H.M.V. radio, heater, Tygan covers, 14,000 miles; nearest £995 accepted; part exchange considered.—24, Northway, Maghull, Liverpool. Maghull 456. [6957

1948 Rover 75 six-light saloon, black/brown, carefully used, heater; £695; part exchange and hire purchase.—A. F. Tilley Garage, Ltd., 56, West St., Brighton 29244. [6900

CAMDEN MOTORS for Rovers.—75 saloon de luxe, first registered and delivered January 1949, fitted heater, etc., maroon with leather upholstery to tone, nominal mileage; £775.

CAMDEN MOTORS for Rovers.—Also two 1948 models, one sports saloon and one 6-light saloon, both with radio and heater; from £725.

CAMDEN MOTORS for Rovers.—75 saloon, 1951, in black, very low mileage indeed and practically indistinguishable from new; £1,095.

CAMDEN MOTORS, The Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

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GUY SALMON AUTOMOBILES, offer:—

1951 Land-Rover, large engine, 11,000 miles, very good condition throughout; £450.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Land-Rover, 25,000 miles, one owner, exceptional condition; £595.—Harvey Hudson, Ltd. (the Land-Rover Specialists), South Woodford, E.18. Wanstead 0056. [C2056

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LAND-ROVER wanted, about 1949; reasonable price and condition; cash.—Box 8894. [6866

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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THE CAR MART Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 5434. [0671/R

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COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

ROVER 1949 75 model saloon required, under 20,000 miles.

ARNOLD G. WILSON, Ltd., Regent St., Leeds, 2. Tel. 34681 (5 lines). [4793

REALLY good second-hand Rover required.—Cobb, 30, Harley House, N.W.1. [W1086

PRIVATELY owned Rover P4.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2766. [W2037

REQUIRED, good used Rover.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2060

LOW mileage post-war Rover wanted.—Bloxam, Whiteweb, Chalfont St. Peter, Bucks. Pinner 434. [W1085

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

£1200 cash waiting for best Rover or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4816. [0456/R

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

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LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

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DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555/R

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CAR MART, Ltd.

1947 Singer 9hp roadster, 28,000 miles; £365.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1059

B. J. HUNTER, Ltd., offer:—

1951 Singer 8.M. saloon, well-kept car; recommended; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1934 Singer Le Mans 2-seater, reasonable condition; £90 or near offer.—Craddock, 15, Uley Rd., Dursley, Glos. [6888

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SINGER

1948 (Dec.) Singer 10 saloon, engine reconditioned, excellent order and appearance, private sale; £315.—Tel. Hen. 1671. [6840

1951-2 Singer model 4AB, sports 4-door, as new; £495.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [6848

1947 Singer sports, £375; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

SHOP-SOILED unregistered Singer F.M.1500, 4-door saloon in leather, offers or exchange.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [6849

1938 Singer 9 Bantam saloon, in good condition throughout 4 brand new Goodyear tyres; £150.—91 Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

75 gns.—Singer 9, 1937 model Bantam tourer, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Singer sports saloon, reconditioned throughout, enthusiast's car; £245; part exchange terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

TANKARD & SMITH, Ltd., offer: 1949 Singer Super 12 saloon, green with green leather, exceptionally well kept and in excellent mechanical condition; £495. 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1951 (April) Singer 4AB Roadster, pastel blue, carefully maintained, one owner, 19,000 miles, Motorola radio, £505; part exchange and hire purchase.—A. F. Tilley Garage, Ltd., 56, West St., Brighton 29244. [6899

1938 Singer 8 saloon, in first-class order; £145, or £50 deposit, balance over 18 months; exchanges; insurance; 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [6865

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B. J. HUNTER, Ltd.

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GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605 R

MANCHESTER, South Lancashire, North Cheshire: specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester, Deansgate 4507. [0590 R

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WELLESLEY Court Rd. (George St.), E. Croydon. Croydon 2555. [C4044

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ALVIS Speed 25, 1958 sports saloon, black, green leather, discs, etc., chrome luggage rack; specimen.
ALVIS 4.3 s/c 1939 model; this is one of the very few Vanden Plas close coupled Speed models, dual colours, open sports body, fantastic performance, radio, etc., whole car virtually as new.
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DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Cotal gear box, this car has to be seen; ready shortly.
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ROLLS-ROYCE, 1931, fitted with very modern new streamlined sports saloon body, Ace discs, new P.100 lamps, 5 new Fort tyres, push-button radio, etc., etc.
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CHILTERN CARS offer: Alfa-Jaguar, £1,400; Alvis Speed 20 tourer, £165; Alvis Firefly 2-seater, £145; Ulster Aston Martin, £495; supercharged 747 Austin single-seater with trailer and spares, £265; 1947 Bedford utility, £295; Special 51 Bugatti 2-seater, £650; 46 Bugatti sports saloon £335; 45/49 Bugatti, £215; 57 Bugatti, £400; 1938 and 1940 Citroen Light 15 roadster coupes, £325 and £565; 1936 319 F.N.-B.M.W. Reutter d.h.c., £265; 4½ L.C. Invicta 2-4-seater, £515; 1939 V12 Lagonda Rapide d.h.c., £695; 1958 170V Mercedes d.h.c., £225; 1947 supercharged T.C. M.G., £475; 1940 1½ M.G. saloon, £365; 1939 2-litre M.G. saloon, £535; K2 M.G. 2-seater, £225; 20hp Railton saloon, £550; 1954 Riley 9 Monaco saloon, £125; 1938 3½ S.S.100, £450; choice of two Volkswagens from £515; terms, exchanges.—Ile, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

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ALLARD 71K d.h. coupe, 1949, £445; Allard 71K 2-str. roadster, 1949, £425.
ASTON MARTIN 1½ Bertelli tourer, 1950, £245; Aston Martin 1½ Le Mans 2-str., 1934, £325.
ALFA-ROMEO 2.6 s/c Castagna coupe, 1934, £345; Alfa-Romeo 17/50 d.h. coupe, 1929, £295.
ALVIS Speed 20 tourer, 1954, £225; Alvis Speed 20 tourer, 1952, £175.
BENTLEY Blue Label tourer, 1924, £145; Bentley Blue Label saloon, 1926, £175.
BENTLEY Blue Label d.h. coupe, 1924, £195; Bentley Red Label 2-str., S.S. series, 1925, £295.
BENTLEY 4½-litre, rebuilt '46, sliding door, razor-edge saloon body, 1929; £395.
BENTLEY 4½ Freestone & Webb d.h. foursome, 1931, £595; Bentley 6½ 2/4-str. coupe, 1929, £295.
FRAZER NASH-B.M.W. Type 320 d.h. foursome, 1939, £545. B.M.W. Type 55 coupe, 1956, £525.
FIAT 500 cabriolet, 1958, £255; Hudson Terraplane 17hp saloon, 1958, £245.
HWM. Alta 2-litre competition 2-str., one of the three original team cars, 1952, £645.
JAGUAR 3½-litre sports saloon, 1939, £255; Lea-Francis 12/40 2-str. sports, 1929, £145.
LAGONDA LG.45 d.h. foursome, 1936, £395; Lagonda 4½-litre M45 V.D.P. tourer, 1934, £265.
LAGONDA 4½-litre sports sal., 1934, £145; Lagonda 4½-litre M45 2-door sports sal., 1934, £175.
LAGONDA 2-litre V.D.P. tourer, 1932, £125; Lagonda 4½-litre V.D.P. tourer, 1934, £245.
LAGONDA 3-litre coach-built utility, 1934, £145; Lagonda 10hp Rapier tourer, 1934, £215.
MORGAN Plus 4 2-str. roadster, 1951, £645; Morgan Plus 4 2-str. roadster, 1952, £655.
MERCEDES-BENZ 38/250 2-str. coupe, specimen, 1931, £395; 540K cabriolet, 1938, £545.
M.G.—Se large selection under M.G. column; also spares and service.
RILEY 1½-litre Nuffield saloon, 1939, £345; Riley 15/6 Kestrel saloon, 1957, £245.
RILEY 9 Lynx tourer, 1935, £145; Riley 1½-litre saloon, 1935, £125.
ROLLS-ROYCE 20/25 Salmons cabriolet, 1933, £445; R.-R. 20/25 close-coupled limousine, 1934, £545.
ROLLS-ROYCE Ph. I limousine, 1928, £95; Singer 9 Le Mans 2-seater, 1935, £215.
SINGER 4A.9, 4-seater, 1951, £495; Singer 1½-litre Le Mans 2-seater, 1934, £195.
TRIUMPH Gloria 10hp d.h. foursome, 1937, £255; Vauxhall 30/98 tourer, 1923, £195.
WOLSELEY Hornet 12hp d.h. foursome, 1934, £175; Wolseley 14hp de luxe saloon, 1939, £265. [C5041

B. & G. MOTORS offer:—

£150—M.G. 12hp N-type Magnette open sports 4-seater, red, fitted radio, Windtone horns, etc.
£150—Alvis 12hp Firefly foursome drop head coupe, green, goes like a bomb and pulls like a train.
£185—Riley 9 1936 Merlin saloon, in excellent order throughout, any examination; bargain to clear.
£145—M.G. 8hp J2 open sports 2-seater, red, excellent hood, tonneau cover, etc., slab tank, twin carbs.
£145—Riley 9 Gamecock open sports 2-seater, black and red, twin carbs, upswept scuttle, etc., fast, reliable and tidy car.
£150—Yet another cheap Aston Martin! This is also a 1½-litre open 4-seater International model, in British racing green, and is in really good mechanical condition throughout, good hood and full-length tonneau cover, tyres poor, but you can buy 'em round the corner; real value for money this one.
£135—Wolseley Hornet 12hp open sports 4-seater, twin carbs., knock-on wheels, extra large headlamps, etc.
£125—Singer 9 open sports 4-seater, red, fast and attractive little car, twin carbs., 4-speeds, etc.
£120—M.G. 12hp sports 2-seater, cream, very smart.
£105—Austin 7 1935 Pearl cabriolet, in excellent order, taxed, exceptionally clean interior.
£85—M.G. 8hp open sports 2-seater, in excellent order, looks well and goes well.
£59—Morris 8 special open sports 2-seater, black, aero screens.
MANY others; terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 5578. [C1019

ROWLAND SMITH for sports cars

695 gns.—Lea-Francis, 1950 2½-litre super sports 2-4-seater, in-built head lamps, t.f.s., carefully used, exceptional condition.
495 gns.—Riley, September 1947 1½-litre sports 4-seater, very good condition.
395 gns.—M.G. Midget, 1947 T.C. 2-seater, black, new hood, leather, very good condition.
325 gns.—Allard, 1948 sports 2-seater, occasional rear seating, telecontrols.
295 gns.—Steyr, 1937 16-55 supercharged sports roadster, special streamlined body.
245 gns.—Morgan 4/4 1939 sports 2-seater, leather upholstery, 2 spare wheels.
245 gns.—Frazer Nash-B.M.W. 1957 model 2-litre convertible sports coupe.
145 gns.—Riley 9, December 1955 Kestrel sports saloon; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

IOTA 350cc sporting 2-seater prototype, 70mph and 70mpg.—Iota Racing Cars, 5, Alma Vale Rd., Bristol, 8. [6644

SINGER Le Mans 4-seater, pillar box red, recently overhauled, radio, £160.—12, Wilson Rd., Larkhill, Wilts. [6779

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

O.M. 2-3-str., completely rebuilt and restored by original and very fastidious owner consequently, nearly perfect; £225 including spares.—Derrington.

FIAT 1100 special 2-seater, 1949, outstanding road holding, performance and economy, 36-43 mpg, over 90 mph, 8,000 miles only, fully equipped; £575, all spares available.—Derrington, 159-161, London Rd., Kingston 5621-2 [C1071

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

J. ASHFORD-FLEET will always purchase all makes of sports cars.—E. J. Lee (Leighton Buzzard) Ltd., 52 Lake St., Leighton Buzzard. Tel. 2172. [W1087

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W5041

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

CAR MART, Ltd.

1946 Standard 8hp saloon, 23,000 miles; £350.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

GATEHOUSE offer:—

1947 Standard 8 saloon, black, in excellent condition; £315.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

H. W. MOTORS, Ltd., offer:—

1946 Standard 8 saloon, finished black with brown upholstery, £275.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6 [C2042

£210—1939 Standard 8 saloon, really clean car.—Below.

£235—1939 Standard 8 drop head coupe, clean car; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1948 Standard 8 saloon, reconditioned engine, relined brakes; £325.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1947 Standard 8 tourer, excellent condition; £299; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1947 Standard 8 tourer, low mileage, taxed, new hood, super condition; £295.—Vidler, 43, Crawford St., W.1. Pad. 4915. [6816

TANKARD & SMITH, Ltd.—1940 Standard 8 saloon, black/blue upholstery; £240.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C4025

1938 Standard 9 saloon, very good order throughout; £175, or £80 deposit, balance over 18 months; exchanges; insurance; 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [6866

STANDARD 9

1938 Standard 9 saloon; £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

STANDARD 12

RUSSELL MOTORS offer:—

1947 Standard 12 saloon, 33,000 miles, black; £395.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

1947 Standard 12 saloon, one private owner, re-cellulosed, wireless; £400.—72, St. James Ave., Beckenham 5123. [6930

1939 Standard 12 saloon, rebored, black cellulose, good condition leather and new mats; £295, open 8 a.m.-7 p.m. daily.—Thomas Motors, 117, London Rd., Kingston 8415. [6972

75 gns.—Standard Flying 12, 1936 saloon, grey, sliding head, leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 14

1939 Standard 14 saloon, well maintained and cared for car; £275.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1946 Standard 14 coupe, in splendid condition; bargain at £315.—8, Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1948 Standard 14 saloon; also 1939 Standard 12 saloon; both cars immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4634. [C1010

ARCHIE SIMONS & Co., Ltd.—1947 Standard 14 saloon, colour grey, reconditioned engine recently fitted, radio, in excellent condition throughout; £375.—94, Gt. Portland St., W.1. Lan. 8343. [C4015

STANDARD 20

1938 Standard 20, black, red upholstery, leather, tyres new Jan., licensed end year; £100 spent since Oct.; £275; no dealers; available inspection by appointment.—Kendall, 56, Beresford Gdns., Enfield Town, Middx. [6927

STANDARD VANGUARD

GUY ALFREDS & Co., Ltd.—1949 Standard Vanguard saloon, in 1953 condition; £485.—6-7, Warren St., W.1. Euston 3268. [C1005

STANDARD VANGUARD

CAR MART, Ltd.

1951 Standard Vanguard saloon, heater, 16,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

J. DAVY, of Kensington.

£675—1952 Vanguard, one owner, small mileage; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069

OVERSEAS CARS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, heater, one owner, excellent condition; £675. For other Overseas car bargains see page 47.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5051

CHARLES RICKARDS, Ltd., offer:—

1952 Standard Vanguard, finished grey, with grey leather upholstery, H.M.V. radio, heater, taxed Dec., 7,900 miles, one careful owner, in faultless condition throughout; £695.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C5050

PHILIP RICKARDS, Ltd., offer:—

1952 Standard Vanguard, black, radio, heater, 2,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.

ARLINGTON MOTOR Co., Ltd. High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [6274

1949 Vanguard, 30,000 miles, leather, green, taxed year, in excellent condition throughout; £415.—Tulse Hill 6297. [6905

£595—Standard Vanguard, 1951, leather upholstery, heater, radio, excellent condition, a recommended car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1952 (July) Vanguard saloon, radio and heater, black, red interior, 11,000 miles, in new condition throughout; £685.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

1949 Standard Vanguard saloon, radio and heater, nice condition; £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1949 (Nov.) Vanguard sal., one owner, grey, radio, heater, covers, 52,000 miles; £495.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

VANGUARD, 1952, overdrive, heater, radio, blue with blue leather, immaculate, 17,000 miles, £735.—Bliss, Hollydene, Northumberland Ave., Bishop Auckland. [6448

KENTISH & THOMSON, Ltd.—1951 (Oct.) Standard Vanguard saloon, comet blue with red leather, 24,000 miles; £595.—564-6, Wickham Rd., Croydon, Springpark 3477. [C2047

1950 model Vanguard 4-door saloon, black, re-sprayed, very nice condition throughout, guaranteed; £495.—Kings Motors, 1, High St., Hounslow. Tel. 3552. [C2049

200 miles, 1953 Vanguard saloon, Ph. II, radio and heater, overdrive; £975.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

VANGUARD, overdrive, heater, radio, 23,000, green/red upholstery, original condition, spare tyre unused, regularly and meticulously serviced; £575.—Bartlett, 27, Pembridge Villas, W.11. [C1013

1952 (Sept.) Standard estate car, 4-door, low mileage, radio and heater, Embellishers, leather interior; £835.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4656. [C4028

1951 Vanguard saloon, Comet blue, heater, condition throughout, really immaculate, must be seen; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

1953 (May) Vanguard 4-door Estate car, grey, blue interior, 1,500 miles; £875.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

1951 (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £625.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043

VANGUARD saloon, first registered January 1952, finished comet blue with red upholstery, heater unit fitted, mileage under 14,000; £675.—Cornfield Garage, Ltd., 23, Cornfield Rd., Eastbourne. [6836

VANGUARD Estate car, November 1951, green, leather upholstery, radio and heater, one careful owner, £795; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1952 Standard Vanguard Estate, 12,000 miles, radio, heater, covers, leather, overdrive, one owner, regularly serviced by makers; £875.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

CAMDEN MOTORS.—Standard Vanguard saloon, 1952 type with redesigned frontal appearance, single horizontal bar to radiator, etc., colour black with de luxe leather interior in fawn, excellent appearance; £645.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

STANDARD VANGUARD

PRIDE & CLARKE, Ltd.—1949 Standard Vanguard saloons, grey/red interior, heater, one owner; choice of three from £459; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

£495—Vanguard 1952 van, silver grey, 11,000 miles, radio, extra seat, taxed; also 1950 Vanguard saloon, silver grey, grey leather, radio, heater, £595; terms; exchanges.—Fleet, F. J. Lee (Leighton Buzzard), Ltd., 52, Lake St., Leighton Buzzard 2172. [C1067

1951 Vanguard, one owner, leather, heater, mileage 16,000, coachwork indistinguishable from new, spotless interior, faultlessly maintained, sparkling performance, throughout irreproachable, exceptional value 569gns.; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [6690

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Vanguard.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2027

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May 3051. [W3043

£675 cash waiting for best Standard Vanguard or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 3676. [W3016

COXETERS OF OXFORD urgently require 1951-2 Standard Vanguard, black or grey, low mileage essential.—Oxford 2275. [6814

STANDARD MISCELLANEOUS

SALES, service, spares.

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

Standard Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0673/R

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

STANDARD in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0161/R

H. F. EDWARDS urgently require good Standard for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units, Girling agents.—Bromley, Kent. Rav. 3456. [0567/R

STANDARD Spares and replacement units.—John Kaye (Leeds) Ltd., New York Rd., Leeds 2. Tel. 29439. [0501/R

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4722

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0859/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0006/R

STEYR

295 gns.—Steyr, 1937 18-55 supercharged sports roadster, special streamlined body, cream, red wheels, fawn leather, concealed hood, independent front and rear suspension, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STUDEBAKER

STUDEBAKER Champion sedan, '48/9, £795; terms and part exchange.—Valentine 4674, before 10 a.m. [C2019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STUDEBAKER

1950 Studebaker (registered 1953) hydromatic Land Cruiser, radio and heater, 24,000 miles.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 Studebaker Champion convertible, grey, radio, heater, power-operated hood and overdrive, beautiful condition; £975.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder, blue with brown leather, 16,000 miles, one owner, as new; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

Studebaker Spares and Service

REPAIRS, parts, reconditioned, guaranteed gear boxes, suspensions, shock absorbers.—10, Winchester Mews, N.W.3. Prim. 6159. [0959

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0515/R

SUNBEAM-TALBOT

J. DAVY, of Kensington.

£850—1951 S.-Talbot 90 saloon, one owner, immaculate; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, excellent condition throughout; £950. For other Overseas car bargains see page 47.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

WARWICK WRIGHT, Ltd., offer:—

1951 (Dec.) Sunbeam-Talbot 90 saloon, gun grey, 10,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

F. N. MORGAN & Co., Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark IIA saloon, alpine mist, red leather, 200 miles only; £1,150.

1953 (April) Sunbeam Talbot 90 Mark IIA saloon, special dual colour scheme, alpine mist and gunmetal, 3,400 miles, very attractive; £1,100.

1951 Sunbeam-Talbot 90 saloon, satin bronze, red leather, one owner, moderate mileage, outstanding condition; £775.

CHEPSTOW Rd., Newport, Mon. Tel. 4941-2-3. [6961

CHARLES FOLLETT, Ltd. offer:—

3960 miles only, Sunbeam-Talbot 1952 90 sal., gunmetal, heater and demister; £945.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES offer:—

1953 (May) Sunbeam-Talbot drop head coupe, Alpine mist/red leather, 2,000 miles, as as new car; £1,175.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

KAR SALES OF SOUTH HARROW offer:—

SUNBEAM-TALBOT 90 4-seater convertible, 1949/50, excellent condition throughout; £645.—50/56, Northolt Rd., South Harrow. Byron 5544. [C2056

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1946 Sunbeam-Talbot 10hp sports 4-door saloon, metallic grey, upholstery to match, heater defroster, twin passlights, excellent condition; £555.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1952 Series Sunbeam-Talbot 90 Alpine saloon; £995.

1952 Sunbeam-Talbot 90 drop head coupe; £950.

1949 Sunbeam-Talbot 90 saloon, black; £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Euston 6611. [C2025

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1952 Sunbeam-Talbot 90 saloon, black with beige leather upholstery, heater, excellent condition throughout; £775. [C1001

CHARLES CLARK & SON, Ltd., Chapel Ash, Wolverhampton (22247), offer:—

1952 model 90 saloon, bronze finish, low mileage, extremely good condition. [6809

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1949 model, bronze, fawn leather, exceptional value; £595.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1951, big engine model, immaculate appearance, coachwork and interior unblemished, one owner since new, heater, radio, etc.; £845.

CAMDEN MOTORS for Sunbeam-Talbots.—90 drop head foursome coupe, 1952, bronze with red leather, carefully used and regularly serviced since new, heater, seat covers; £895.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1948 model, silver-grey with upholstery to tone. Windtones, passlights, good mechanically and well shod; £545.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, April, 1946, resprayed last year, very smart maroon finish, excellent tyres and a nice little car all round; £465.

CAMDEN MOTORS, The Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

SUNBEAM-TALBOT

1952 Sunbeam-Talbot 90 drop head coupe; £850.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1946 Sunbeam-Talbot 10hp tourer; choice of 2 at £460, both of which are perfect examples of a very rare and attractive model.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1950 (June) Mark I 90 convertible, green, one owner, H.M.V. radio, heater, Ace rimbellishers; £625.—Campbell Symonds, Wembley 6262. [C1037

1947 Sunbeam-Talbot tourer, black, excellent condition throughout; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1950 Sunbeam-Talbot 90 d/h coupe, radio, heater, rimbellishers; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

JACK ROSE, Ltd.—1952 Sunbeam-Talbot 90 saloon in black and red upholstery, radio and heater, a beautiful car; £850.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

1939 Sunbeam-Talbot 10hp saloon de luxe, one owner, just fitted recon. engine; £385; 3 months written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

NAYLOR & ROOT.—1949 Sunbeam-Talbot 80 saloon, metallic grey, red hide, heater, very attractive; £575; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1950 Sunbeam-Talbot 90 sports saloon, one owner fitted heater, in excellent condition throughout; £625, terms, exchanges.—Bradstock Motors, 1, Chase Rd., Epsom. Tel. Epsom 635. [6896

£750—July, 1951, Sunbeam-Talbot 90 Mark II convertible, extras, etc., 27,000 miles.—Richards & Carr, 35, Kinnerton St., Wilton Place, London S.W.1. Sloane 5424. [C3045

1939 4-litre Sunbeam-Talbot, superb running order, £285; or will exchange for low mileage '50-'53 Riley or similar post-war car, with agreed financial settlement.—Shoreditch 4025, between 9-5.30. [6877

£385!!!—1939/40 Sunbeam-Talbot 10 de luxe saloon, spotless bodywork and genuinely magnificent chassis, this car cannot be faulted; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1952 (June) Sunbeam-Talbot 90 saloon, one careful owner since new, colour grey with grey leather, heater, taxed year, mileage 15,000, indistinguishable from new, regularly serviced by Sunbeam-Talbot agents; £950.—Below

1949 model 80 saloon, silver green, one owner only, 24,000 miles, magnificent condition throughout, taxed; £610.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

TANKARD & SMITH, Ltd., offer: 1951 Sunbeam-Talbot 90 saloon, grey with grey leather, heater and radio, excellent condition throughout; £775; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1951 Sunbeam-Talbot 90 Mark II (big engine) drop head 4-seater sports cpe., finished black and chromium with red leather upholstery, a really immaculate and outstanding example, one ownership, thoroughly recommended, written guarantee; £775; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Sunbeam-Talbot Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

R
ROOTES.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM.—Lower Temple St. (Central 8411).
MANCHESTER.—129, Deansgate (Blackfriars 6677).
MAIDSTONE.—(Maidstone 3335)
CANTERBURY.—(Canterbury 5252)
ROCHESTER.—(Chatham 2251)
WROTHAM Heath (Borough Green, 4).
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

£800—£850 cash waiting for best Sunbeam-Talbot or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Sunbeam-Talbot Cars Wanted

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46581. [0465/R

TALBOT

£250—Talbot 10 d/h. coupe 1937, 4-seater, a really attractive car, excellent mechanically, good hood, tyres, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

£285—1938 Talbot 10 open sports 4-seater, recond. engine, new hood and screen, Ace discs; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

225gns.—Talbot 10 1938 drop head coupe, very good condition; terms; exchanges; hat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROYS offer: 1936 Talbot 3-litre 7-passenger limousine, really good; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TRIUMPH

CAR MART, Ltd.

1951 Triumph Renown saloon, 12,000 miles; £845.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

COACHCRAFT offer:—

£185—1939 Dolomite 14hp Royal saloon, Ace discs, very good order throughout; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6559. [C1053

CYRIL SHEPPARD offers:—

1950 Triumph Renown black, radio, heater, immaculate; £695.—Sheppards Hill, Reading. Sonning 2545. [6455

CHARLES RICKARDS, Ltd., offer:—

1953 (May) Triumph Mayflower, Comet blue, leather upholstery, fitted heater, one owner, 3,600 miles only, absolutely as new, taxed for year; £650.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1620. [C3050

1953, one week old Triumph Renown saloon.—Weybridge 600. [C4025

1948 Triumph 1800 saloon, black/beige leather, £545.

READ BROS MOTOR Co. (LONDON), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1949 Triumph 2000 Roadster, black with red leather, fitted heater, low mileage; £585.

H. A. SAUNDERS, L'd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

TRIUMPH Renown, '50, one owner; £610.—Valentine 4674, before 10 a.m. [C2018

DOLOMITE 1938, overhauled, excellent throughout, £195.—Abrahams, 13, Cliffview Rd., London, S.E.13. [6941

£635!!!—1949-50 Triumph 2000 Roadster, unblemished condition throughout, opportunity; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1950 Renown saloon, black, one owner, practically new condition throughout; £695.—Campbell Symonds, Wembley 6262. [C1037

1953 Mayflower, 3,000 miles, heater, taxed; £625; also 1950 Mayflower; £495.—S. F. Erskine & Sons, Ltd. Tel. Woking 350. [C2051

1949 Triumph 2000 Roadster, colour grey, 15,000 miles, taxed; £650.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057

1939 Triumph Dolomite 1½ sports drop head coupe, guaranteed; £515; payments.—Oldfield, 346, Kensington High St., W.14. Wes. 6651. [C3029

1946 Triumph saloon, radio and heater, £495; would accept pre-war car part exchange.—Fuller, O.T.W., Marne Lines, Catterick Camp. [6950

1947 Triumph 1800 Roadster, grey, laid up since January, owner overseas; £475.—The Beeches, Wolverton, Bucks. (Wolverton 5178.) [6995

1952 Triumph Renown saloon, green with beige leather, radio, low mileage; £865.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1949 (Aug.) Triumph 2000 razor-edge saloon, grey, radio and heater, 52,000 miles, private owner; £595.—Gait, 52, Milton Ave., Bath. Tel. Bath 5853. [6828

£185.—1937 Triumph 1½-litre 4-door sports saloon, excellent runner; unrepeatable bargain; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1020

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1938 Triumph Dolomite; £245; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

CAMDEN MOTORS for Triumphs.—1800 roadster, July, 1948, silver-grey with immaculate blue leather interior, excellent tyres, hood serviceable but a trifle shabby; outstanding value at £495.

CAMDEN MOTORS for Triumphs.—2000 roadster, late 1949, black with red interior and fitted H.M.V. radio, 4,500 miles only since reconditioned engine fitted earlier this year; £655.

CAMDEN MOTORS for Triumphs.—2000 roadster, 1949, pastel green, a nice car, new hood and tyres fitted recently, two owners; £595.

CAMDEN MOTORS for Triumphs.—2000 saloon, 1951 model in black, one owner only since new, a beautiful car; £745.

CAMDEN MOTORS for Triumphs.—1½-litre 14hp Dolomite sports saloon, 1939 series, excellent chassis and entirely original coachwork, good chrome except for blemishes on front bumper, outstanding performance; £295.

CAMDEN MOTORS for Triumphs.—Leighton Buzzard, Beds. 'Phone 2041. Open till 8 p.m. Write for catalogue. [C1035

OCT 1949 Triumph 2000 saloon, grey/grey leather, one owner, mileage 55,000, H.M. radio, indistinguishable from new, £650.—Hazlemere Motor Co., Waltham Abbey, Ltd., Waltham Cross 2275/6/7. [6871

12,000 miles, 1951 Mayflower saloon, grey, grey leather, radio and heater, very carefully maintained; £595; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [2051

CASS'S MOTOR MART.—1949 Triumph 1800 saloon, black, 35,000 miles, one careful owner; outstanding 1949 Triumph Dolomite 2-litre Roadster coupe; overhauled at cost of £595; written guarantee.—5, Warren St., W.1. Euston 3523 [C1040

JACK ROSE, Ltd.—14,000 miles only, 1950 Triumph Renown, almost brand new, accept £675; also 1949 Triumph 2000 saloon, in grey, exceptionally clean, accept £595.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£525—Triumph Mayflower, grey with crimson upholstery, one private owner, really nice condition; or £175 deposit and 12 or 18 monthly payments. —Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gla. 2480. [6846

475 gns.—Triumph 1800, late 1946 razor-edge saloon, black, fawn leather, heater, Lucas passlight, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£595—Triumph 2000 razor-edge grey saloon, July, 1949, 21,000 miles, one very careful owner, Radiomobile, loose covers, exceptional; or £300 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gla. 2480. [6845

1949 (Aug.) Triumph 2000 saloon, grey, grey leather, heater, fog lamp, licensed Dec. 31st, two owners only, 16,000 miles only, genuine, exceptional condition for its year; £595; part exchanges, easy payments; see our advertisement under "New Cars for Sale," Triumph section, in this issue.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. [C3020

Triumph Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1 Euston 1212. [0974/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

SLOCOMBES, Ltd. Willesden 4869.

WE wish to purchase clean and genuine Triumph cars—38-52, Dudden Hill Lane, N.W.10. [W4017

TRIUMPH in good condition for cash.—Tel. Valentine 4674, before 10 a.m. [W2018

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PRIVATELY owned Renown.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

TRIUMPH Mayflower required, good condition; immediate cash.—34, Bentinck Ave., Blackpool S.S., Lancs [6578

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 3051. [W3043

ROADSTER wanted urgently, will pay fair price; full particulars, distance no object, private buyer.—Camier, 7, Wish Ward, Rye, Sussex. [6963

Triumph Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [0143/R

Triumph Spares and Service

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3572). [0855/R

UTILITY CARS

JACK STONE & SON offer:—

1948 Morris 12 6-seater metal body utility; 1950 Austin A.40 metal body utility; coachbuilt wooden utility bodies to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

ROWLAND SMITH'S for utility cars.

525 gns.—Alvis 14, November 1947, 4-door 5-seater shooting brake, fawn leather, radio, heater, exceptional condition; terms; exchanges.—Rowland Smith, below.

265 gns.—Vauxhall 14 1939 4-door 5-seater utility; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Alvis 14 4-door shooting brake, smart appearance; £485.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289 [C2033

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1938 Ford V.8 utility, 10 seats, new tyres, battery, good condition; £120.—Tel. Welwyn Garden 4070. [6925

1951 (May) Bradford de luxe utility, first-class condition throughout; £360.—Buntings Motor Exchange, Harrow Tel. 6225-6. [6005

£595—Austin A40 Countryman, 1951, fitted heater and radio, excellent bodywork condition.—Below.

FORDSON 10-cwt estate car, new, immediate delivery, 7-seater, fully folding seats; £610/5/10.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

£425—Alvis 14 1947-8 utility, wood, attractive bright varnish body, giving excellent appearance, good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

BRADFORD utilities for sale serviced by us: main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow Tel. 6225-6 [0621/R

1947 Vauxhall Bedford 12hp Martin Walter Utilicon, excellent throughout; £350.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

£595!!!—1949 Alvis 14 utility, just completed major overhaul costing £150, including rebored engine, not yet run in.—Below.

£295!!!—Magnificent Ford V.8 30hp fitted Dagenham wood body, in immaculate condition, lately owned by large concern who maintained this vehicle perfectly.—Below.

£295!!!—1940 Ford Anglia 8hp special wood-bodied utility, spotless condition, excellent value. —Below

£295!!!—1948 Bradford utility, small mileage and very carefully maintained.—Below.

£165!!!—1936 Ford 8 utility, most excellent value and in outstanding condition for year; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (reg.) Fordson 10hp M.W. Utilecon, excellent condition, respayed, new tyres, fully folding seats; £525 o.n.o.—Melvin, 3, Palace Rd., S.W.2. [6885

GUY ALFREDS & Co., Ltd.—1952 Humber shooting brake, as new; 1947 Morris Martin Walter Utilecon, one owner only.—6-7, Warren St., W.1. Euston 3268 [C1005

1950 Fordson 8hp Utilecon, excellent order throughout; £385.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C3019

CASS'S MOTOR MART.—1948 genuine American Willys Overland Jeep 7-passenger estate car, r.h.d., overdrive, outstanding condition.—5, Warren St., W.1. Euston 4110 [C1040

1949 (November) Vanguard estate car, heater, first-class mechanical condition, one owner since new; £525.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tel. Edmonton 4162. [6693

1952 Humber Pullman Estate car, finished in natural wood and satin bronze, 4,000 miles only; the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1947 Bradford Utility, grey, 4 seats, 1 owner, many extras, very pleasing condition, any inspection invited, 3 months' guarantee; £275.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your utility, estate car or shooting brake when you can yet its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008

ALL metal Utility Standard, Austin or similar, converted van considered.—Precision Dental Laboratory, 50, Kennington Rd., S.E.1. Wat. 4056. [6641

VAUXHALL 10

1947 Vauxhall 10; £395.

WALTERS MOTORS, Ltd., Howard 1646 or 1951. [6764

1939 Vauxhall 10 saloon; £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

£225—1939 Vauxhall 10 2-door sports saloon, very clean car; terms.—Antosnips, 5, Balham High Rd., Balham 1509. [C1009

VAUXHALL 12

£395—Vauxhall 12 1946, leather interior, sldg. roof, good tyres, taxed; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

1947 Vauxhall 12 saloon, excellent throughout; £410.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1939 Vauxhall 12 saloon, immaculate condition; £275; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

1948 Vauxhall 12 sln., exceptional condition; £390.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

395 gns.—Vauxhall 12 1947 saloon, black, sliding head, excellent condition, terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL 12 special sports roadster, manufactured new, post-war completed and registered September, 1952, most attractive coachwork with superb finish by expert, must be seen to be appreciated, taxed and ready for use; £475.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4486 [C3016

VAUXHALL 14

1937 series Vauxhall 14 sun roof saloon, specimen car, taxed year; £225.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4661. [C1067

1940 (model) Vauxhall J type 14hp saloon, black with brown leather, radio, screen-washer, recent engine overhaul, excellent condition; £345.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

VAUXHALL 25

£165—Vauxhall 25 1937 4-dr. sln., excellent mechanical order, good tyres, leatherwork exceptional; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1953 Vauxhall Wyvern saloon, 1,000 miles; £835.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

SLOCOMBES, Ltd.

WE offer a 1951/2 Velox which, without question, is the most remarkable example of its marque in existence today; it being impossible to describe here the myriad extras and tasteful adornments of this car we can only submit that it be seen to be given credence; if you want an ordinary Velox, don't bother to enquire, but if you crave a piece the parallel of which does not exist, Mr. T. P. Dawe will be pleased to handle your enquiry personally; part exchanges and hire purchase and all the usual facilities with pleasure; we close at 7.30 p.m. (Saturdays 6 p.m.).

WRITE, call or telephone Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

CYRIL SHEPPARD offers:

1953 Vauxhall Velox, export model, grey, grey interior, 3,000 miles only; £625.—Sheppards Hill, Reading. Sonning 2345. [6724

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, all extras, radio, heater covers, etc.; £855.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ANDOVER MOTOR Co., Ltd., offer:

1950 Vauxhall Velox, black/brown, an excellent car and a bargain at £545.

1948 Vauxhall Velox, black/brown leather, fully reconditioned and very clean indeed at £460. —Andover, Hants. Tel. 3405. [C1003

1952 (Sept.) Vauxhall Wyvern saloon, black, 12,000 miles only, one owner, as new; £795.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1952 Velox fawn 18hp, 22,000, radio, heater, many other accessories, one owner.—Box 8620. [6774

1948 Vauxhall Velox, black, brown interior, heater, excellent condition; £515 or offer.—Box 8895. [6925

1951 (June) Vauxhall Wyvern saloon, black, brown leather upholstery one owner; excellent condition throughout; £625.

W. J. BROWN Ltd. established over 30 years.

339 Finchley Rd N.W.3. Hampstead 4414. [C1025

1949 Vauxhall Velox, one owner from new, taxed end of year, excellent condition throughout; £495; see also our advert. on page 47

PARSONS & PARSONS (GARAGES), Ltd., Potter St. Harlow Potter St 121. [C3038

1952 model Vauxhall Velox, green, immaculate, one owner, heater, undersealed, screen washers, loose covers; £770; privately.—Martin's Garage, High Level Bridge Approach, Newcastle. Tel. 26807. [6960

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

1952 Velox 18hp, grey with grey and blue interior, excellent condition throughout; £795.—Robbins, East Putney. Tel. 4581. [C3010

1949 Vauxhall Velox, black, brown leather, one owner, very clean, guaranteed; £515.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1948-9 Vauxhall Velox, radio, heater; £485.—Arthur, 75, Cowper Gardens, Southgate, N.14. [6826

1952 Vauxhall Velox, square engine, heater, screen wash, small mileage, excellent condition; £795.—Dobsons, Ltd., Staines. Tel. 801.

NAYLOR & ROOT.—1952 Vauxhall Velox, silver grey, red hide, radio and heater, immaculate; £795; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt 2252. [C3022

1950 Vauxhall Velox saloon, black/brown leather, fitted radio, heater and link mats, one owner; low mileage; immaculate and perfect throughout; £545.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1952 (Sept.) Wyvern, sq. engine, heater, covers, etc., really immaculate as new; £810.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£495!!!—Vauxhall Wyvern saloon, 1949 model, in dark blue, comprehensively overhauled last month, brakes relined, etc., excellent tyres, brand new Exide battery.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ARCHIE SIMONS & Co., Ltd.—1951 Vauxhall saloon, colour black, fitted built-in push-button radio, heater, loose covers, one owner only, genuine 11,000 miles, whole car as new; £675.—94, Gt. Portland St., W.1. Lan. 1343. [C4015

495gns.—Vauxhall Velox 1949 model saloon, black, fawn leather, heater, push-button radio, moderate mileage, good tyres, carefully used, exceptional condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1938 Vauxhall 10, black/brown leather, good tyres, and sound condition mechanically.

***1946** Vauxhall 14, black/brown leather, radio, good condition mechanically.

***1950** Vauxhall Velox, metallic grey, low mileage, heater, radio and loose covers fitted, excellent condition throughout.

***1952** Vauxhal. Velox, square engine, blue, low mileage, heater and radio fitted.

***1953** (July) Vauxhall Wyvern, square engine, grey, red upholstery, 590 miles only, as new.

* The above cars are under the bonus Vauxhall scheme, i.e., bonus H.M.L. rebuilt engine within 2 years or 40,000 miles.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTOR), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0285/R

Vauxhall Miscellaneous Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3454. [0975/R

R

S

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

VAUXHALL in good condition for cash.—Tel. Valentine 2098 and 4674. [W2018

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KINGSTON-ON-THAMES.—Alvis Sales and Service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4053/R

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Mc., 19. Rus. 2874-5. [0825/R

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PASS & JOYCE, Ltd.

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WILSONS offer you a thrilling experience, a demonstration on the beautiful new Sapphire; we would accept your old car in part exchange, and can arrange hire purchase terms if required.—Telephone for appointment to Brixton 4011, 34, Acre Lane, Brixton, S.W.2; or Epsom 3901, 1, Dorking Rd., Epsom, Surrey. [0524/R

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ORDERS accepted for all models, A40 Pick-up and A70 Countryman for early delivery.

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G. W. WILKIN, Ltd., 1, Weston Park, Kingston. Kin. 2241. [N4055

BREW BROTHERS, Ltd., agents for Austin cars sales and service.—133, Old Brompton Rd., S.W.7. Kensington 2468. [N1085/R

H. A. SAUNDERS (RADLETT).—Early delivery on all models, commercial vehicles immediate.—Tel. Radlett 5661. [N4003

PRIDE & CLARKE, Ltd., for your new Austin, exchanges; terms.—237, Brixton Hill, S.W.2. Tul. 5664/5. [0733/R

L. F. DOVE, Ltd., main dealers and vehicle distributors Austin.—See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [N1077/R

EARLY delivery by rotation of new A70 Hereford saloons, choice of six colours.—Tel. Pal. 5576-7. Springfield Garages, Ltd., Southgate, N.14. [0272/R

D. J. SHEPHERD & Co., Enfield, offer new Austin A70 saloon for immediate delivery.—435, Hertford Rd., Enfield. Howard 1631. [N4009

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PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.

MANCHESTER, 8. Tel Blackfriars 2302. [0506/R

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FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [N2015/R

KEVILL, DAVIES & MARCH, Ltd.,

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CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R

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BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568.—Distributors for London and Home Counties. [N1027/R

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THE HINDHEAD MOTOR WORKS, Ltd., Hindhead, Surrey, offer immediate delivery of Citroen ex stock: Light 15, mist green, sunshine roof, £985; Big 15, red with red upholstery, sunshine roof, £1,063; 6-cylinder, grey with red leather, sunshine roof, £1,349.—Tel. 605. [N2061

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C. A. PETO, Ltd.—Appointed agents; Daimler Conquest orders accepted for early delivery.—42, North Audley St., W.1. May 3051. [N3043

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OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600.) Service Workshops and Spare Parts: 7 Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

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SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. 4444. [1660

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth. Tel. 5055. [0901/R

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R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0692/R

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STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

C. A. PETO, Ltd.—Phase II Vanguard; orders now being accepted.—42, North Audley St., W.1. May. 3051. [N3043

C. A. PETO, Ltd., offer immediate delivery of new P.II Vanguard estate car; list price; £946/15.—42, North Audley St., W.1. May. 3051. [N3043

NEW Standard Vanguard Phase II sal., black/red, immed. delivery; £836/19/2.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [M3029

STANDARD.—John S. Truscott, Ltd., official agents; immediate delivery exchanges; deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4055

NEW Vanguard Phase II, black and red vynide, heater; list price.—Blue Star Garage, 63, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [N4031

MOTOURISTS (LONDON), Ltd., for Standard Phase II saloons.—Gt. North Rd., E. Finchley, N.2. Tudor 2301/2, Holiday closure 1 p.m. August 1st to 17th. [N3018

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery estate car and early delivery of Phase II saloons; choice of colour, demo. available.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0402/R

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STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres. Camden Town. Gul. 4141. [0091/R

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IMMEDIATE delivery of new Sunbeam-Talbot 90 Mark IIa. saloon, black, red leather.—Primrose Motor Co., Ltd., Central Garage, Aberystwyth. Tel. 461. [6576

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KJ MOTORS, Ltd.—Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 3456. [0285

C. A. PETO, Ltd., offer immediate delivery of new Triumph Renown, grey, full equipment; list price £1,136/11/8.—42, North Audley St., W.1. May. 3051. [N3043

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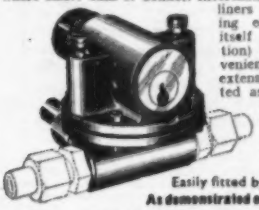

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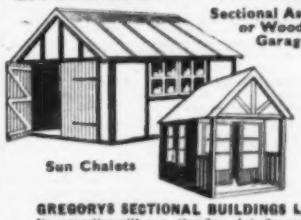

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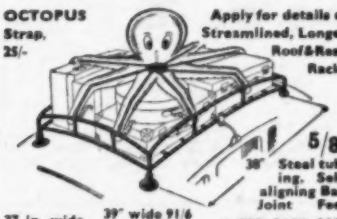

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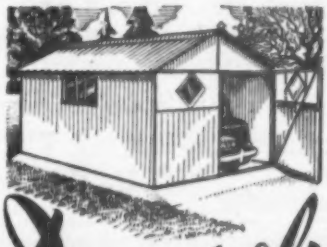

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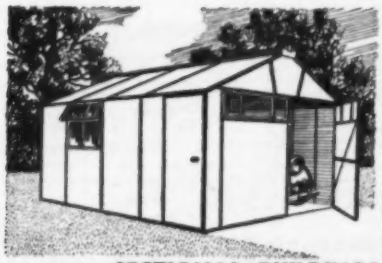

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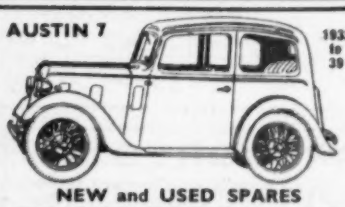

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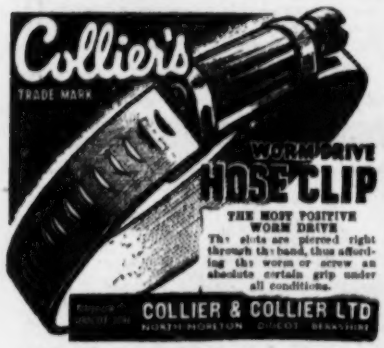

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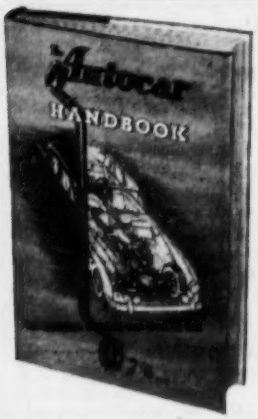

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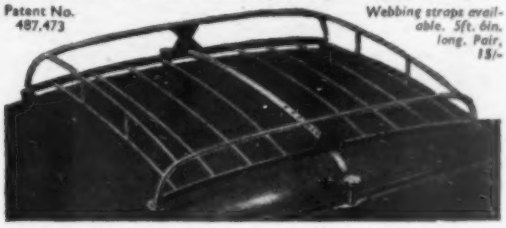

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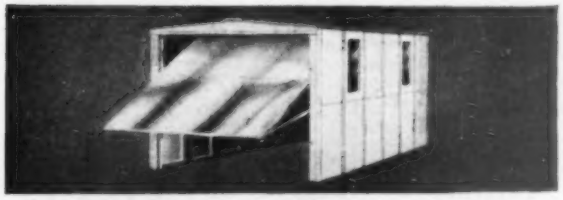

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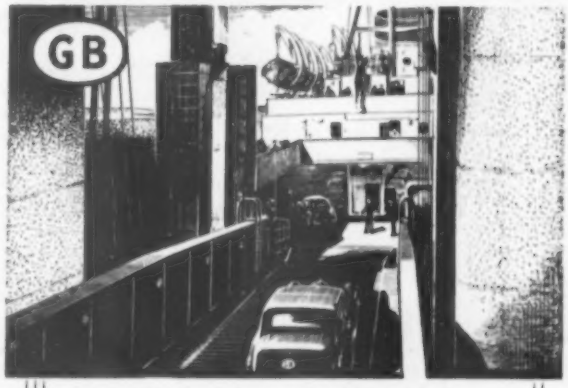

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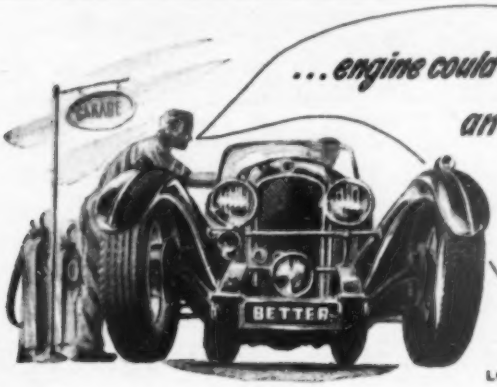

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INDEX TO ADVERTISEMENTS

PAGE

ABINGDON KING DICK, LTD. 23
Ace Service Station (London), Ltd. 8
Aero-Spares Co. 44
Anglo-Iranian Oil Co., Ltd. 35
Arcot Engineering, Ltd. 9
Austin, J., & Sons, Ltd. 9
Automenders, Ltd. 9
Automotive Products Co., Ltd. Front Cover, 19

BATLEY, ERNEST, LTD. 87
B.B. Chemical Co., Ltd. Cover III
Bennett, E. 84
Birkett, T. M., & Sons, Ltd. 23
Blanchflower (Kettering), Ltd. 16
British & Colonial Motors, Ltd. Edit. 191
British Railways 87
Broadfields Garage & Eng. Co., Ltd. 21
Broadway Motor Co. Edit. 191
Burtonwood Engineering Co., Ltd. 87

CAR MART, LTD. 48
Carr Bros. Garages, Ltd. 45
Carter, B. & F., & Co., Ltd. 83
Cleveland Petroleum Co., Ltd. 32
Cliftons Service Station, Ltd. 18
Cole, E. K., Ltd. 24
Collier & Collier, Ltd. 84
Collier, R. H., & Co., Ltd. 9
Conway Car Accessories, Ltd. 10
Cooden Engineering Co., Ltd. 47
Cords Piston Rings, Ltd. 20
Cornercroft, Ltd. 86

DEB CHEMICAL PROPRIETARIES LTD. 12
Derrington, V. W., Ltd. 9
Denton Bros. 83
Duckham, Alexander & Co., Ltd. 37

ENERGOL 13
Enfield Tyre Co. 42
Esso Petroleum Co., Ltd. 29
Eversure Accessories, Ltd. 14

FAIRLEY, JAMES, & SONS, LTD. 84
Ferodo, Ltd. 28
Forward Sparking Plug Co., Ltd. 84
Fram Filters 17

GAMAGE, A. W., LTD. 42
Garringtons, Ltd. 12
General Electric Co., Ltd. 83
Glacier Metal Co., Ltd. 36
Glanfield Lawrence, Ltd. 47
Goodyear Tyre & Rubber Co., Ltd. 34
Granville Chemical Co., Ltd. 21
Gregory (Hedgerley), Ltd. 83
Gregory's Sectional Buildings, Ltd. 83

H. & A. ENGINEERING (LONDON), LTD. 8
Hamilton Motors (London), Ltd. 10
Headen, A. E., Ltd. 84
Hill, H. F., Ltd. 83

ILIFFE & SONS LTD. 86
India Tyre & Rubber Co., Ltd. 38
Invincible Policies, Ltd. 42

JAGUAR CARS, LTD. 33
Jarvis of Wimbledon 45
Jenks, A. E., & Cattell, Ltd. 42

KANGOL, LTD. 85
Keith & Boyce (London), Ltd. 44
Kent, Ronald (Coachbuilders), Ltd. 8
Kilnhurst Precast Stone & Concrete Co. 84
K.L.G. Sparking Plugs, Ltd. 39

LANCARS 85
Lane Accessories 18
Lucas, Joseph, Ltd. Cover IV
Lucozade, Ltd. 30

MAIDSTONE ENGINEERING CO. 45
Marble Arch Motor Supplies, Ltd. 86
Mascot Engineering Co. 9
Mayfair Garages, Ltd. 47
Meldrum, Thomas, Ltd. 40
Midland Employers Mutual Assurance, Ltd. 43
Millers Cars Equipment 44
Monroe, Joe 46
Morris, S., & Co. 45
Motor Car Exchange, The 16
Mulliner, Arthur, Ltd. 86
Multicore Solders, Ltd. 84

NAVIGATIONAL GARAGES, LTD. 45
Naylor & Root, Ltd. 46
Neale, James, & Sons, Ltd. 22
Neo Electrical Industries, Ltd. 83, 84
Newnhams, Ltd. 46
Nuagane Products, Ltd. 18
Nu-Swift, Ltd. 83

OLDING, JACK, & CO., LTD. Edit. 192
Ordnance Survey 22
Overseas Cars, Ltd. 47

PARK LINES, LTD. 84
Parr Equipment Co., Ltd. 88
Parsons & Parsons (Garages), Ltd. 47
Perry, W. Harold, Ltd. 46
Pownall 84
Pride & Clarke, Ltd. 44, 84
Prince (Kingston) Engineers, Ltd. 8

REGENCY COVERS, LTD. 25
Renham & Romley, Ltd. 22
Robin Hood Garages (Anerley), Ltd. 20
Robinson, L., & Co. (Gillingham), Ltd. 24
Rolls-Royce, Ltd. 31
Rootes, Ltd. 43
Ross, Courtney & Co., Ltd. 83
Rowland Smith (Motors), Ltd. 47
Royal Insurance Co., Ltd. 14
Rozalex, Ltd. 86
Rubery, Owen, & Co., Ltd. 11

SALMON, GUY Edit. 192
Serck Radiators, Ltd. 25
Servais Silencers, Ltd. 14
Silencers (Bolton), Ltd. 85
Smith & Hunter, Ltd. 46
Smith, Thomas, & Sons, Saltley, Ltd. 85
Solex, Ltd. 41
South Eastern Battery & Electrical Co. 84
Sponcel, Ltd. 20
Stabilizer Products, Ltd. 8
Standard Motor Co., Ltd. 27
Steel Nut & Joseph Hampton, Ltd. 10
Stothert, James, Ltd. 84
Sunbeam-Talbot, Ltd. 26
Sydney, John, Ltd. 12

TANKARD & SMITH, LTD. 47
Tecalemit, Ltd. Cover II, 1
Tecalemit Official Service Stations 2, 3, 4, 5, 6, 7
Thorn, J., & Sons, Ltd. 44
Toulmin Motors 8
Trinity Cars, Ltd. 45
Tudor Accessories, Ltd. 16

UNIVERSITY MOTORS, LTD. 40
Utility Industrials 84

VICEROY SALES, LTD. 83

WALKER, J. J. 83
Watney Motor Accessories, Ltd. 87
Weathershields, Ltd. 24
Wilsons Car Hire Service, Ltd. 46
Woodhead, Jonas, & Sons, Ltd. 15

ZENITH MOTOR & ENGINEERING WORKS, LTD. 45

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